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The Hongkong Telegraph

(ESTABLISHED 1881)

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August 3, 1918. Temperature 6 a.m. 75 2 p.m. 77
Humidity 97

August 3, 1917. Temperature 6 a.m. 82 2 p.m. 83
Humidity 84

WEATHER FORECAST
SHOWERY.
Barometer 29.62

8011 日七廿月六

SATURDAY, AUGUST 3, 1918.

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REUTER'S TELEGRAMS.

HEAVY FIGHTING IN FRANCE.

GERMANS PAY HEAVY PRICE FOR DEFEAT.

New Attack Started by the French.

London, August 1.

Reuter's correspondent at the American Headquarters, telegraphing on the evening of July 31, says:—That the Germans took the offensive on the American front, which is the centre of the salient, is the most significant of yesterday's events. Their attacks were genuine efforts to gain ground, though all were defeated. This indicates either that the enemy is more confident that he can resist our advance or is under the pressing necessity to hold it up a little longer. He has left a lot of men beside the Oroc, some of the best, which means that he thought the gain in one day worth paying a big price, since he probably had 6,000 men put out of action on a front of a mile and a half—a big price for a beating, for our front still goes forward. General Degoutti received correspondents to-day and expressed admiration for the American troops.

Heavy Fighting Continues.

London, August 2.

Reuter's correspondent at the American Headquarters, telegraphing on Thursday afternoon, says the heaviest fighting on the American front yesterday was round the ruined village of Cierges, two miles south-east of Serget. It had been a stumbling block to the advance for some days. The village lies in a deep hollow and there is a ten feet layer of gas therein, hence it is emphatically a village of the dead. The battle rages round the surrounding hills, the Germans cleverly defending themselves with machine gun nests, especially at Belle Vue farm, just north of Cierges, where the wheat-fields gave excellent cover. Meanwhile bitter fighting continues between Serget and Serange, where the Germans are also resisting desperately.

Scottish Division's Fine Work.

London, August 2.

Reuter's correspondent at the French Headquarters, telegraphing on the morning of August 1, and describing the work of the Scottish Division in General Mangin's Army on the Aisne and the Oroc, and their heroic courage and endurance, says that the Division had been in the Aisne sector for seven months and when sent to the Marne had to make a night march of ten miles to the front in unknown country to relieve the Americans. The arrived at midnight and were ordered to attack at dawn, the Germans waiting for the attack. Their guns, especially the heavies, were probably more numerous in this sector than anywhere else on the battlefield. The Division at midnight was in line on the Ohaudan Plateau, facing the Soisson-Chateau Thierry Road. The plateau is flat and shelterless except for a few small woods, and was already strewn with dead Germans and Americans. A French Division attacked at dawn and met with the strongest resistance. The German machine guns took them on the flank. The Scots advanced a considerable distance and consolidated the new front, despite most vigorous opposition. The American artillery, seeing the British were unable to move up the guns in time, volunteered to remain in the sector and help the Division. The offer was accepted and the American gunners rendered excellent service. This attack was made in the morning of July 23 and for three days the Division held the new line under terrible fire and on July 23 they attacked the village and Park and Chateau of Buzancy. The first wave swept through the village and captured the heights beyond. The remaining waves had to clear up the village, and experienced warriors participating described it as one of the hardest fights of the war, as the village was stuffed with machine guns and surrounded by deep ditches which were veritable fortresses and where the Germans fought to the last most determinedly. The men had to scale a wall simply under machine gunning and tackle machine gun nests separately. The fight was won by the evening, with over 250 prisoners, after a terrible struggle. It was a magnificent feat of arms and will be remembered as one of the finest annals in British history.

Another French Attack.

London, August 2.

Reuter's correspondent at the French Headquarters, writing on the evening of August 1, says that General Mangin's Army attacked this morning between Plesier Hellen and Fere-en-Tardenois. Our troops, progressing favourably, have occupied Hill 205. The operation is highly interesting because it gives us views of the enemy's rear to Fismes and puts the enemy in the Hartennes-Croisic salient in a very awkward position.

THE KAISER'S UNHOLY SPELL.

Rude Shocks for the Enemy.

London, August 1.

Speaking at a Canadian luncheon in London, Sir Robert Borden said that a ruler shock than any yet experienced was necessary to break the unholy spell which the Kaiser and his militarists had cast over the German people. There were premonitory indications that the shock might not be far distant. Apart from the battle shock of armies, the Allies had resources and powers on which attention was being centred. For example, the mastery of the air was passing to the Allies and if the war could not be carried into Germany by land or sea, it could be hurled at her from the air. Those who rejoiced at the martyrdom of other nations must learn the real meaning and horror which they had forced upon the world. The Allies, especially Britain and the United States, had another most powerful resource, the possibilities of which the enemy was beginning to realise. Britain and the United States, through their command of natural resources and raw materials, could place upon the industrial and commercial development of Germany a restriction against which she would struggle vainly. Germany must be made to clearly understand that this tremendous world-wide power would be exercised relentlessly, not against regenerate Germany, but against the Germany of to-day. Let Germany prove herself regenerate by casting out the unclean spirit of militarism and the sordid lust of world domination and by making such poor compensation as was possible for all the evil she had wrought. Then we would listen to her, but until then her name would be anathema.

REUTER'S TELEGRAMS.

THE SERVICE DOLLAR.

Hongkong Government Offer Declined.

London, August 2.

At a meeting of the China Association, Mr. Anderson drew attention to the grievance of men of the British Services in China owing to their salaries being reckoned in sterling and paid in dollars, which were now worth 3/8 as compared with 1/9 before the war. The Times comments that the Government's decision last year to bear half the loss in exchange does not go very far. It is believed that an Inter-Departmental Committee agreed that further revision was necessary as regards Consular and Diplomatic pay, but that there are still difficulties in the way of doing anything more for the Naval and Military Services. The Times says that the whole position is eminently unsatisfactory. It seems particularly curious that the offer which it is understood the Hongkong Government made to bear the whole loss on exchange by the Naval and Military Services during the war, had been declined at Home.

AERIAL WARFARE ON ITALIAN FRONT.

London, August 1.

A British-Italian official message states:—Our aeroplanes in July destroyed 66 machines and drove down three out of control. Four British machines did not return.

THE ALLIES IN RUSSIA.

Valuable Assistance by Jugo Slavs.

London, August 1.

Reuter's learns that a detachment of Jugo Slavs, all volunteers, who were formerly Austrian prisoners in Russia, greatly assisted the Allied landing on the Murman Coast. They traversed Russia from Odessa to Archangel and occupied strategic points on the Murman Railway. They beat off German and Finnish assaults. A large number of these Jugo Slavs were in a pitiful condition. They have been collected and sent to Allied hospitals. Fit and unfit men have been re-equipped and they will prove of the greatest value to the Allied cause.

IMPERIAL PREFERENCE.

Mr. Walter Long's Explanation.

London, August 1.

In order to clear up any misunderstanding, Mr. Walter Long, interviewed by Reuter's, stated that the decision regarding Imperial Preference, which he recently announced, was arrived at by the British and not the Imperial War Cabinet and must be regarded as a question of domestic policy.

No Inconsistency.

London, August 1.

In the House of Commons, Mr. Ransome drew attention to Sir Robert Borden's statements made on July 31 regarding Imperial Preference.

Mr. Bonar Law replied that there was nothing in Sir Robert Borden's speech which was in any way inconsistent with his (Mr. Bonar Law's) previous statement in the House. The question of a special fiscal policy to be adopted by the United Kingdom or the Dominions must be settled by each independently. The Imperial Government had put itself in line with the Dominions by deciding to give preference on duties existing or subsequently to be imposed.

OUR WAR BILL.

Another Big Vote of Credit.

London, August 1.

In the House of Commons, Mr. Bonar Law, moving a vote of credit for seven hundred millions sterling, said that this large amount was not due to an increase in the rate of expenditure, but simply dictated by the convenience of Parliament. The Allies now owed us \$1,402 millions, as compared with \$1,332 millions at the end of the last financial year, while the Dominions owed us \$208 millions as compared with \$194 millions. Russia owed us \$588 millions, France \$402 millions, Italy \$313 millions and the other Allies \$119 millions. Mr. Bonar Law emphasised the value of this assistance to the Allies. Until America came into the war this assistance was as vital as the work of the British Navy. We could not praise too highly what the Dominions had done in the war, but it was very proper that the Prime Minister of New Zealand had depicted what the Mother Country had done. The irrecoverable expenditure for 104 days had been \$547 millions, or \$331,000 sterling daily below the estimate. The recoverable expenditure for the same period amounted to \$176 millions, exceeding the estimate by \$307,000 daily. From October 2 last year, when the system of continuous borrowing was begun, to July 27, \$1,028 millions had been raised by the sale of War Bonds and War Savings Certificates. The results had far exceeded his expectations. The vote of credit was passed unanimously.

EARLIER TELEGRAMS.

FOOD SUPPLY CONTRASTS.

Amsterdam, August 1.

A Berlin telegram states that the flour ration is being increased but the first meatless week starts on 18th inst. seven pounds of potatoes being substituted.

From Berna it is reported that in Berlin the first week without meat will begin on August 19.

Paris, August 1.

The three weekly meatless days which have been in force for a short time in France have just been done away with, the live stock having been sufficiently reconstituted.

THE ARABIAN CAMPAIGN.

London, August 1.

A War Office telegram from Aden reports that our cavalry dispersed an enemy party westward of Sheikhthoman, killing twenty.

EARLIER TELEGRAMS.

THE BATTLES IN FRANCE.

Situation Favourable to Allies.

London, August 1.

The situation on the Tardenois battlefield remained the same yesterday which does not mean it has come to a standstill. It seems the Germans have arrived at their positions of defence for their resistance is growing stronger probably in order to gain time to save part of the enormous material accumulated south of the Ardre before the offensive of July 15 in view of the advance south of the Marne. But the new front not being a straight line gives the Allies possibilities of manoeuvre of which they will take advantage. The necessity of advancing our artillery and material from the rear to keep pace with the enemy's retreat also explains the actual temporary slackness but now our guns are on new positions and setting to work. The fight is not ended yet but the present situation is clearly most favorable to the Allies. It is therefore in vain that the Germans have used 80 Divisions in the Soissons and Champagne battle. In the Soissons-Rheims bulge alone the Kronprinz engaged 45 Divisions, several of them repeatedly. The Germans can never launch a further attack more powerful than the one which has failed so pitifully.

Allied Official Reports.

London, August 1.

An American official message says: Those of the enemy who penetrated in the region of Serget-et-Nesles were casualties or captured. South-westward of Bois Meunier, after severe bayonet fighting, we drove the enemy into the woods. We have captured Grimettes wood and reached Ciriges village.

Field Marshal Sir Douglas Haig reports: We successfully raided in the neighbourhood of Lens. Hostile artillery has been active at Villers Bretonneux, Bucquoy, Merris and Metzen.

A French communique says: South-west of Rheims, a German attack on Bligny mountain was repulsed after a lively fight. The enemy made several raids in the region of Four-de-Paris and on the right bank of the Meuse. The enemy lost heavily and we took prisoners.

COUNTER-REVOLUTION IN RUSSIA.

Why General von Eichhorn was Assassinated.

London, August 1.

The assassination of General von Eichhorn is regarded as another sign of Russian revolt against German tyranny. General von Eichhorn was the most ruthless of all the Kaiser's generals and treated the Ukrainians from the beginning as slaves whose sole use was to provide food for Germany. He forced the peasants to cultivate their land under the severest penalties and fixed a price to enable the Germans to obtain bread cheaply, but to the ruin of the Ukrainian peasants and landowners overthrow the Ukrainian Government two of whose members were arrested and imprisoned. The murderer is a Russian, not a Ukrainian, aged twenty-three. He says he was appointed by the Russian Revolutionary Committee to execute von Eichhorn.

Growing Unrest.

Amsterdam, August 1.

The "Vossische Zeitung" states that investigation shows that the assassination of Skoropadski as well as von Eichhorn was planned.

German papers prior to von Eichhorn's assassination published despatches from Kiev and Moscow indicating growing unrest and stated that the Ukrainian Government was trying to avert the coming storm by wholesale arrests one of the first of which was Minister Gygielki who is a pronounced monarchist.

A Monarchist Movement.

London, August 1.

There has been a great congress of Monarchists at Kiev with the object of restoring the Russian empire. It was resolved to organize agitation centres in all towns in Ukraine and to enter into communication with Grand Duke Nicholas.

The "Vossische Zeitung" says the Czech-Slovaks are even menacing Moscow. There is also a great Czech movement in the Urals where between forty and sixty thousand Czechs and fifteen thousand Cossacks are operating.

The "Journal" says that owing to the powerlessness of the Moscow government the possibility of the establishment of communications between the Entente's troops in Murman and the Czech-Slovaks cannot be disregarded.

The "Berliner Tageblatt" says the Austrian authorities have appointed two thousand gendarmes to suppress brigandage in Poland.

The naphtha industry at Baku is almost at a standstill as the famine stricken workmen have left.

At a meeting of Bolsheviks at Moscow, after speeches by M. Lenin and M. Trotsky, a resolution was passed declaring that the Socialist Fatherland is endangered. The chief tasks for the present are to repulse the Czech-Slovaks, to obtain grain, the working classes must be roused and armed and wholesale terrorism must be practised against the bourgeoisie who are everywhere joining the counter-revolutionaries.

The official Soviet organ "Isvestia" reports that the Czech-Slovaks have captured Ekaterinburg. The "Pravda" writes that the Czech-Slovak danger is growing like an avalanche and the counter-revolution is extending like an oil blot on paper.

Without Bread.

Moscow, August 1.

The Soviet authorities have reapplied to the provincial authorities to rescue the capital from famine. Moscow and Petrograd have already been breadless for four days.

ELECTION PROBABILITIES.

London, August 1.

The "Daily Chronicle" says the feeling is growing that a General Election before the end of the year is undesirable. Seeing that the overwhelming majority of the people favours the war all official party organizations dislike the idea.

The "Times" says the opposition to an election comes from extreme pacifists and hard-shelled reactionaries but we tell both plainly that an early election is as inevitable as the rising sun.

(Continued on page 2.)

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, July 31.

The silver market is steady.

ATLANTIC PASSENGER RATES.

50 to 80 per cent. increase.

The agents of the steamship companies of the North Atlantic Passenger Conference have received circulars from their companies announcing a general advance of all first class, cabin, second class, and third class rates to and from the United States of America and Canada. The circular from the companies is accompanied by an official announcement from the North Atlantic Passenger Conference, which says:—

"By direction of the Ministry of Shipping the passage rates to and from the United States of America and Canada are to be increased by—

An advance of \$12 on the minimum first class rates in operation in July, 1914.

An advance of \$1 on the minimum cabin or second class rates in operation in July, 1914.

An advance of \$5 on the third class rates in operation in July, 1914.

This general advance ranges from 50 per cent. to 80 per cent. on the rates which were in operation before the outbreak of the war, and the impression which is gained from such wholesale advances is that only essentially necessary travel will take place to or from America. The Ministry of Shipping, as has already been announced in *The Journal of Commerce*, probably hopes to secure from these advances of rates an increase of revenue which will offset the increase of Blue Book rates to shipowners. Transatlantic travel has fallen to such a low ebb that any reasonable increase of revenue from the increase of rates cannot be expected. This is the view of a situation which has been freely expressed when the Ministry of Shipping first began to put up passenger rates after the manner of their freight rates, but it is a view which was ignored by the Ministry, and the steamship companies of the North Atlantic Passenger Trades following the example of their colleagues in the Australian and New Zealand trades, make it plain that the advance is not one of their own volition, but that it is imposed upon them "by direction of the Ministry of Shipping." This advance of rates, it may be remarked, has been forced upon the steamship companies without regard to the foreign companies, allied and neutral, which are also in the North Atlantic trade, and naturally are in the position to make their rates as they choose. Such action of our Government bodies of legislating for British shipping to the benefit of the foreigner is to be deplored. It is no new feature but the lessons of the war had encouraged the hope that the position of the foreigners would have been studied in all matters affecting our premier industry. That it is not is reflected in the matter which is the subject of this review, but the Government have excelled themselves in the Bill which has already been introduced into Parliament for the purpose of regulating emigration. There the interests of the British shipowner are being sacrificed completely to the material benefit of the foreign owner.

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TO-MORROW.

Victoria Theatre—9.15 a.m.

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CENTRAL.

GENERAL NEWS.

An Englishman's Generosity.

An Englishman, it is reported,
living in London, the holder of
£400 of French War Loan, has
written to the French Finance
Minister saying that he wishes to
abandon his claim to it, "as a
tribute to France, and a sign of
my profound gratitude to a nation
which has suffered so deeply in
the cause of humanity." The
Government, in expressing its
cordial thanks, says, "The
nobility of his sentiments is the
more enhanced by the modesty of
the generous giver, who prefers
to remain anonymous."

German Camouflage.

An officer who has just return-
ed from the western front states
that the German camouflage has
been brought to a state of artistic
perfection that is almost incredi-
ble. The most expert and highly
experienced sirmen are often
deceived even when flying low.
As a first step, the German mil-
itary authorities sought sugges-
tions from the most distinguished
artists in colour. As a next step,
every available man was turned
on to carry out the artists' ideas.
Miles of canvas painted to look
like roads were constructed, under
which regiments could march
without being seen. Paper en-
campments were improvised,
sardines, woods, villages,
and factories all made to
distract the observation were set
by night for the purpose of
covering the movement of troops
and guns.

Opium Smuggling.

The Director of the Shanghai-
Hongkong-Ningpo Railway has
issued an order to the officers in
charge of the Railway Guard with
the question of dealing with
opium smuggling on that railway.
He points out that it is a serious
crime to smuggle opium, and that
those who are in the service of
the railway should take special
care to observe regulations and
respect the law. Warnings to
this effect have been repeatedly
given. Still, it is reported that
there are unscrupulous employees
on the trains who have been
transporting opium in spite of
the law, and that the officers of
the Guard have dealt with such
cases, when discovered, in a
careless manner. Thus, the Di-
rector declares, the unscrupulous
have become more daring and
nothing short of drastic measures
will end this scandalous state of
affairs. "The officers of the Rail-
way Guard shall take notice that
in future they may take the usual
action when any ordinary pas-
senger should be found smuggl-
ing opium; but if any employee
on the railway be discovered
carrying opium it is considered a
more serious case as all
employees are supposed to know
the law. So no officer must decide
such a case summarily which
should be reported to me for
instructions," concludes the order
of the Director.VARIADIS'
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Crown Prince	100	4.65
"	50	2.35
"	10	.50
Extra Fine (Grand Format)	50	2.35
Nectar	50	2.35
Yildiz	25	1.10
Club Size	10	.40
Non Plus Ultra	100	3.60
"	50	1.85
"	20	.75
Superfine	100	2.40
"	50	1.20

SOLE AGENTS—

THE HONGKONG CIGAR STORE CO., LD.

HOTEL MANSTON

GENERAL NEWS.

Allied Petroleum Conference.

An inter-Allied petroleum organisation has been formed to consider and deal with the petroleum problems of the Allies in connection with the war, and a conference was recently held in Paris. The headquarters of the inter-Allied Petroleum Conference are in the offices of Mr. Walter Long's Petroleum Executive, at 12, Berkeley-street, W.1.

His "Sainted" Wife.

Married three times, Mr. Charles Davis, a metal broker, of New Malden, Surrey, expressed a wish in his will that the letters he had received from each of his wives should be put in his coffin. His will, disposing of an estate of £16,765, left £3,000 in trust for his wife, Lydia Davis, and stated that he desired to be buried at Brompton with his "sainted" wife. His will, disposing of an estate of £16,765, left £3,000 in trust for his wife, Lydia Davis, and stated that he desired to be buried at Brompton with his "sainted" wife. His will, disposing of an estate of £16,765, left £3,000 in trust for his wife, Lydia Davis, and stated that he desired to be buried at Brompton with his "sainted" wife.

Rations After the War. That our rationing system must last a considerable time, even after the war was over, was the view expressed by Mr. Clynes in a letter read recently at the Co-operative Congress at Liverpool. The Parliamentary Secretary to the Food Ministry went on to say:—We wish to give no advantages whatever to private trading enterprises compared with co-operative organisations, and, as services of co-operators discharged in the interests of consumers and not for the purpose of making profit, have been acknowledged in the most responsible quarters, I trust that the relations between co-operative organisations and the Ministry of Food will, in the future, be much improved. We should be fair to private traders, and see that necessary services in food distribution are reasonably paid for.

£850 Worth of Teeth. Three parcels containing 21,000 false teeth valued at £850 were the subject of a theft charge at Marlborough-street recently. The man charged with the theft was Horatio Nelson Hawkins, a Peckham clerk, and he was also charged with receiving the property, which belonged to Messrs. De Tray & Co., dental manufacturers, Denmark-street, W. and disappeared from a trolley in Regent-street. According to the evidence the parcels of teeth, which were valued at between £250 and £300, were placed in the trolley for delivery to customers, and it was said that, when Hawkins was arrested, he admitted having sold some teeth to a man, Butler. He had bought the teeth, he said, at the Caledonian market for £2, but he did not know the man he bought them from, nor could he describe him. A remand was ordered.

A Regrettable Incident. Many in N. China will regret to see that the London Gazette of 23rd May contained the following:—"The King, as Sovereign of the Most Honourable Order of the Bath, has been pleased to command and declare that Percy Holland, a Companion of the said Order, and lately a Colonel in the Indian Army, retired pay, shall from this day be removed from the said Order, he being unworthy to remain a member thereof." Colonel Holland had a distinguished military career. Born in 1862, educated at Charterhouse and in Germany, he entered the Army in 1881, and served in the Egyptian expedition of the following year. He was in the Burma campaign of 1885-87, the N. W. Frontier troubles of 1890 and 1891, and China, 1900. He was Captain 1892, Major in the Indian Army 1901, Lieutenant Colonel 1904, and Brevet Colonel 1907. He commanded the 47th Sikhs, 1903-10, and retired in 1913, in which year he received the C.B. In the present war he commanded a brigade in France in 1916. In July, last year, he was appointed to the Staff, graded as Staff Captain. He was a very popular O. C. here, and a most clever amateur actor.—China Critic.

NOTICES.



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GENERAL NEWS.

Metropolitan Police join up.

About 600 members of the Metropolitan Police Force reported recently at New Scotland Yard having been called up for military duty.

Gift of American Polo Souvenir

United States polo players have presented to the Hurlingham Club a souvenir of the last international competition in the form of the Union Jack and the Stars and Stripes. The flags have been hung in the Winter Garden of the club.

Spain Honours Cardinal Mercier.

Cardinal Mercier has been unanimously elected an honorary member of the Royal Spanish Academy of Moral and Political Sciences, an act which may be regarded as an unparalleled mark of admiration and esteem on the part of Spain.

Opium Bounties.

The District Court of Procuration in Shanghai decided to make a bounty a few days ago of 12 large wooden cases of opium confiscated between January 1 and June 30. This is the tenth burning of confiscated opium in public in the yard of the court.

250,000 Oddfellows in the War.

Conferences of the Independent Order of Oddfellows would not have to be abandoned in the future owing to the war, because before this time next year, we should have smashed our enemies, declared the Grand Master of the Order (Mr. Wallace Smith), at Liverpool recently. It was mentioned at the conference that nearly 250,000 Oddfellows were serving with the Forces.

War Pensions.

Practically half the time of the local war pensions committees, said Mr. J. H. Davis recently at the Allied Conference on the Care of Disabled Soldiers at Westminster, is spent in expressing resentment at the actions of the Ministry and officials. Mr. Davis gave an instance where a deputation from Cardiff met Sir Arthur Griffith-Boscawen, Parliamentary Secretary to the Pensions Ministry, in regard to certain grievances. Sir Arthur promised to remedy the trouble, and for two or three days they were happy; but then the whole of his promises were countermanded. Local committees, said Mr. Davis, were bound by constant runs, and they should have more freedom.

Free Railway Tickets for M.P.'s.

The Bureau for the Preparation of the Parliament has addressed a despatch to the Ministry of Communications requesting that as a special treatment for the M.P.'s, who for the sake of the country are travelling in the hot season to hasten the opening of the Parliament on the 1st of the 8th month free tickets should be issued to them in accordance with former precedents, etc. says the Peking Daily News. The Ministry of Communications has accordingly issued instructions to the Kiang, Kin, Fong and all other Railway authorities to the effect that commencing from the 28th ult., all M.P.'s travelling to Peking should each be given a first class free ticket for himself and a third class free ticket for his servant; and that if twenty M.P.'s should travel together, a special car should be furnished. All Station masters are instructed to look after the comfort of these M.P.'s.

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Business correspondence should be sent to the Manager.

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ACKNOWLEDGMENT.

Mrs. P. A. Loader desires to tender her heartfelt thanks for the many kindly expressions of sympathy during her recent sad bereavement, also for the numerous floral tributes.

The Hongkong Telegraph.

HONGKONG, SATURDAY, AUGUST 3, 1918.

THE STATE AND THE LIQUOR TRADE.

Whenever the question of State purchase and control of the liquor trade in England has been brought forward, the large majority of the public, while possibly agreeing that such a step would be in the interests of the country, has been very doubtful as to its successful operation. Others, who for years have registered for the working of such a scheme and have even gone so far as to form organisations to make enquiries into the matter, have not always carried these enquiries far enough. What State purchase and control would entail has, it is to be feared, not been taken into account sufficiently. But there has still been another section of the public which has had the courage to admit frankly that the problem was such a big one, and so involved, that it formed a task too difficult of accomplishment, at any rate for some considerable time to come. The war came, however, and the opinion of all people has changed in respect to this absorbing question. Those who feared the job was too big have learned that big things, which before would have seemed an utter impossibility, have been done and done well, with the result that State purchase and control do not present nearly such a formidable aspect as they did at one time.

That the problem can be solved is shown by very comprehensive reports of Committees appointed to enquire upon what terms the interests concerned in the manufacture and supply of intoxicating liquors in England and Wales, Scotland and Ireland, can be acquired by the State, which were recently published. The outcome of the enquiry is that the Committee, except on a few unessential points, agree that the scheme is not impracticable and they convey the impression that there need be no fear of a financial deadlock. Roughly, the Committee, proposing in all three cases definite terms for the purchase, calculate that somewhere about a total of £400,000,000, or perhaps a little over, would suffice to make the purchase. The Committee, in their full reports, substantially agree on most of the points which are involved. On the question of control, the Committee were led by the terms of reference to contemplate the deferment of purchase after the war. Another most important point on which the Committee are in entire agreement is that the State, as from the assumption of control, should have absolute freedom of action in consolidating and reorganising the trade according to its will. If such a scheme as State control is put into operation, and certainly it seems in a fair way to being so—it will be one of the most radical and far-reaching changes yet made. A perusal of the Committee's report goes a long way towards convincing one of the feasibility of the project, and while difficulties are bound to arise, there appears to be no reason why they should not be surmounted. The Government has been provided with exhaustive material to guide it, and doubtless it will make very full use of it. Purchase and control would be very big undertakings and it will be impossible to please everybody, but, taken all round, the question is one which, in the main, appears to receive almost universal approval.

It would be idle to suppose that there will not be many detailed criticisms of the Committee's reports. Some of them will likely be worthy of consideration, but when they have all been offered there is the satisfaction of knowing that they cannot do away with the point in the Committee's report that from a financial standpoint the scheme is not impracticable. A very interesting issue is whether if the State took control of the trade, temperance reform would effect it as tending to injure a State monopoly. One is greatly tempted to ask the question whether if temperance reform did militate against the monopoly, would the Government, in view of the fact that possibly a good deal of the purchase money would have to be sacrificed, itself initiate such reform? The situation certainly promises to be very absorbing. There is small doubt that State purchase and control would prove a boon in very many directions, and would effectually do away with a good proportion of the evil influences which the trade has been responsible for in the past.

After Four Years.

Four years ago to-day the most momentous issue raised for centuries was in the balance. It was the question whether Britain would respond to the implied challenge thrown out by Germany when the latter made war on Russia and France. Happily for civilisation, Britain stepped into the lists, though not before she had exhausted every possible means in a great endeavour to preserve peace to the world. Since those days there has been much bloodshed and many thousands of lives sacrificed in the battles between the forces of enlightenment and those of militaristic oppression. Sorrow and desolation have spread to numberless homes, and much of the best young manhood of Europe has been flung into the cauldron. These are facts which we cannot help bearing in mind on the eve of the anniversary of the outbreak of the struggle, but, heavy as our hearts must be on this account, there is the other and more inspiring side of the picture—the thought of the willingness, the almost impetuous anxiety, of the manhood of Britain and her Allies to offer their all in the greatest call that can ever come to any people: the call to fight for liberty and freedom. Looked at in that light, the war should give us cause to rejoice because in the hour of need there has been no lack of men to champion the great ideals for which each and all of the Allies went to war. We remember the mighty fallen to-day, not as those who have made a sacrifice in vain, but as those who laid the cornerstone on which a nobler edifice of life is gradually being built. They are surely here not died for naught.

A Greater Confidence.

With every year that passes we all naturally entertain the hope that another twelve months will see the work of the freedom-loving nations of the earth brought to completion. That is the spirit in which we look to the anniversary of the opening of hostilities. To-day we can hold that hope with greater cause than ever before, for the recent achievements of the Allied armies justify a deep confidence in victory ahead. It may or it may not come before another year dawns, but at this there can be no doubt: that the composure and the morale of the Allies were never at a higher level than to-day. The opening of the fifth year of hostilities will be notable for the fact that America will be more in evidence on the battlefields of Europe than ever before. The British and the French armies are also in high fighting spirits, inspired by the knowledge that the enemy is decidedly on the down grade. So the Allies end four years of war and begin the fifth with their determination and their will to victory unquenched. They know they are fighting a winning battle and that, if they faint not, a great and glorious triumph over the forces of evil will be theirs.

Searching for Money.

The Canton self-government enthusiasts are evidently finding out the fact that their ideals are more easily talked about than realised. Governing a locality means that money must be found, and it is one of the most striking features of the Canton movement that, from the very first, cash has proved a decidedly elusive commodity. All manner of means have been suggested for "raising the wind," even to the point of "borrowing" house-rents from the already much-taxed inhabitants. It would now appear that even the failure to sell a gunboat has placed the self-appointed officials in difficulties. When the proposal to put this little vessel up to tender was first made, the Peking Government protested against the suggestion, but no notice was taken of the objection. However, the purchasers have not come forward with the money, and now it is intended to charter the craft. Meantime, however, the delay in completing the transaction has embarrassed the Government, which was counting on the funds received from this source to redeem the Bank of China notes. Thus it comes about that the lottery scheme has been decided upon—the easiest way in which to raise money in China. These little facts clearly show the straits in which the Canton idealists find themselves.

DAY BY DAY.

ANY LAW THAT IS NOT BACKED UP BY PUBLIC OPINION IS OBSOLETE.—Edmund Burke.

To-morrow's Anniversary.

To-morrow is the fourth anniversary of Britain's declaration of war on Germany.

The Dollar.

The opening rate of the dollar on demand to-day was 3s. 4½d. Defence Corps Commission. His Excellency the Governor has appointed Mr. Frederick Charles Hall to be 2nd Lieut. in the Hongkong Defence Corps, with effect from the 29 July, 1918.

Land Sale.

Kowloon Island Lot 1360, Portland Street, containing about 1,026 square feet, is to be sold by auction at the P.W.D. Offices on August 12. The upset premium is \$512.

Typhoon Warning.

The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 9.30 a.m. to-day:—Cyclone or typhoon near or over the northern Ladrones or Mariana Islands moving W.N.W. or N.W.

The Dental Board.

His Excellency the Governor has appointed Dr. G. D. R. Black and Dr. Irvin W. Kew to be Members of the Dental Board for a term of three years, with effect from the 2nd August, 1918, vice Dr. Oswald Marriott and Dr. Frederick Howard Kew resigned.

Arbitration Board.

It is notified that His Excellency the Governor has nominated Mr. Charles Henry Gale to be a member of a Board of Arbitrators, appointed to determine the amount of compensation to be paid in respect of the resumption of Lot No. 2310 in Survey District IV.

Illicit Opium.

A woman pleaded guilty when charged at the Police Court to-day with being in unlawful possession of nine tins of Government opium, or four tins in excess of the amount allowed her. Defendant was arrested in Kowloon. Mr. E. D. C. Wolfe imposed a fine of \$400, or, in default, two months' hard labour.

A Lucky Scavenger.

A scavenger was charged on remand, at the Police Court to-day, with being in unlawful possession of a gold brooch set with agate stones. Inspector Kent said no claim had been made for the brooch. Mr. J. R. Wood discharged defendant and permitted him to remain in possession of the brooch.

Theft from Holt's Godown.

A Chinese was charged this morning with the theft of an iron bar valued at \$3, at Holt's Godown. Inspector Gordon said a watchman found the defendant in the godown's premises and arrested him on suspicion. The iron bar was discovered tied round defendant's waist with three pieces of cloth. The compradors of the godown appeared and identified the property. Mr. E. D. C. Wolfe passed sentence of three weeks' hard labour.

Larceny from Taikeo Dock.

A Chinese seaman was charged before Mr. E. D. C. Wolfe this morning with the larceny of a quantity of iron from Taikeo Dock. Sergeant Moss said in this case another man, an engineer employed in the Dock, was also charged, but on the way to the Police Court, he slipped off the handcuffs and made good his escape. The defendant admitted his guilt and was sentenced to six weeks' hard labour.

Tears in Court.

Before Mr. J. K. Wood this morning, an Indian was charged with running a smok and with assaulting various people in the neighbourhood of Wellington Street. A constable gave evidence to the effect that defendant was proceeding towards Wellington Street and collided with a woman hawker, who on reproving him, was assaulted, and when two men repined against defendant for his cowardly conduct he also attacked them. Later when a constable approached he delivered him a blow. The constable then apprehended defendant and all the way to the Station defendant was profane in his use of vile language and the constable had to seek aid. On being fined \$5, or seven days' hard labour, defendant burst into tears.

CORRESPONDENCE.

(The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph.")

WHY NO RETURNS FROM JAPAN?

(To the Editor of the "Hongkong Telegraph.")

Sir,—Here we are in the middle of the typhoon season. Two typhoons have just swept up the coast, causing great delay to coasting shipping. Newspapers of the 1st August print the account of the severest typhoon that has visited the Coast of Japan in recent years. Yet the weather report of the 28th July states:—"No returns from Japan, Vladivostok and the Philippines." I would ask why no returns from these ports. Commercial messages pass to and fro, but no meteorological information apparently. Again I would ask, why? Japan and the Philippines are in the hands of our Allies, who would, I am sure, willingly supply the information. Surely there must be a screw loose somewhere. The local Observatory is a Government institution. Is it nobody's business to supervise it and find out what is wrong? Will the Colonial Secretary do nothing? Can the Chamber of Commerce do nothing? Must we have another disaster like that of 1906 to wake everybody up? Having been delayed by the recent bad weather I am naturally interested in the above questions.

Yours etc.

SHEPHERD.

Hongkong, Aug. 2, 1918.

[We do not know what arrangements exist for the exchange of meteorological information between Hongkong and the ports mentioned, but the point should not be overlooked that had weather often ceases communications to be interrupted, and the local observatory can scarcely be blamed for failing to publish what it does not receive. All the same the almost daily absence of information from Japan in particular might well be investigated by the authorities.—Ed. H.K.T.]

THE CINEMA PROSECUTIONS.

Sir,—We have been consulted by our client, Mr. Caesar Clark, with reference to the report which appeared in your issue of yesterday, in the course of which it states that "owing to the failure of his clerk, or himself Mr. Clark has overlooked the matter" etc. and that "Mr. Wood pointed out that according to Mr. Gardiner, the blame was saddled on Mr. Caesar Clark."

We are authorised to state that our client had made no omission in the matter and that he had not been guilty of any negligence whatever. Our client will make a full explanation to the Court, but as the adjourned case will not come on till Friday, we shall be glad if you will kindly publish this letter in order that our client's professional reputation may not be damaged.

Yours etc.

LO AND LO.

Hongkong, Aug. 3, 1918.

[The words attributed to Mr. Gardiner in our report were those used by him.—Ed. H.K.T.]

SANITARY BOARD.

The Orders of the Day for Tuesday's meeting of the Sanitary Board include:—

Proposed changes in the draft estimates for 1919.

Correspondence relative to the licensing of tea-cream vendors.

Application for a modification of the requirements of section 180 of the Public Health and Building Ordinance No. 1 of 1903 in respect of No. 125 Wanchai Road.

TO AVOID DYSENTERY.

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1893.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending August 10, 1893.)

The Dollar.

August 3.—The rate of the dollar on demand to-day is 2/5; Peak "Butter."

August 4.—A special meeting of licensing justices was held to-day. Mr. H. E. Wodehouse presided. The Chairman stated that the meeting was adjourned from Wednesday last, when it was called to consider an application from Alexander Oldfield for a publican's licence for "The Buffet," on the first floor of A. S. Watson & Co.'s new building on Rural Lot 80, at Victoria Gap, next to the tramway terminus. The sureties were J. D. Humphreys and A. H. Macdonell. The applicant had never held a licence before, and the Captain Superintendent reported that the police objected on the ground that there was no necessity for a house of this nature in the locality, there being one already adjoining the same lot, and another in the immediate neighbourhood. After considering in private for about half an hour, the Board decided, by 21 to 5, to refuse the application.

Kowloon Gambling Dens.

August 5.—Much may be done by the authorities towards "starving out" the gambling houses at Kowloon, for without the support that they receive from Hongkong they would not survive a month, but the more effective course of action would be for His Excellency, Sir William Robinson, to delicately but firmly intimate to the Canton authorities the advisability of taking such measures as will lead to the final and permanent closing of these objectionable and crime-begetting establishments. And if His Excellency can secure their permanent extinction he will not have come to Hongkong without having effected at least one tangible reform, and his success in this would constitute a more lasting monument to his memory than any other he is likely to leave behind him here.

Hongkong Association.

August 9.—The following are the proposed objects of this association to be submitted to the meeting to be held in the Hongkong Hotel, on Friday, 11th August, at 4.30 p.m.:—(a) To investigate and study the best methods of improving and popularizing the form of Government in Hongkong. (b) To advocate by speech and writing such changes in the form of the local Government as the Association may consider most advisable and expedient. (c) To petition for such changes and to labour to effect the same by all constitutional means. (d) To communicate and co-operate with all Associations in other Crown Colonies and in England, having similar ends and aims. (e) To support the Unofficial Members of Council in their efforts to promote economy and efficiency in the public service of the Colony. (f) To promote the interests of good government in Hongkong generally.

Kowloon Dock.

August 10.—It is an open secret that the Dock Company's report for the past half-year is a most satisfactory one. We believe that, in addition to writing off large sums for various liabilities and contingencies, a dividend of 7 per cent. for the half-year will be recommended, and no doubt will be adopted. The rumour that Mr. Jno. D. Humphreys and the German members of the Board of Directors are getting up a testimonial to the Editor of the "Hongkong Telegraph" for saving the Company from ruin a few years ago, wants confirmation.

Welfare Advisory Committee.

The Minister of Munitions has appointed a Welfare Advisory Committee, to advise the Minister on the general principles to be adopted in carrying out the welfare and health work of the Ministry, and to report in matters which may be referred to them. The name of Mrs. Churchill, O.B.E., appears in the list of members of the committee.

TO-DAY'S MISCELLANY.

The head of the French Admiralty, M. Leygues, is a bit of a wag. When the Germans were believed to be certain of capturing Amiens, a well-known socialist member met the Minister in one of the corridors of the Chamber of Deputies. He remarked that the situation was grave, and asked if there was any truth in the rumour that the Government intended to quit Paris for Bordeaux. With a twinkle in his eye, M. Leygues replied: "Yes; but not to Bordeaux. If my colleagues and myself leave Paris, we shall not go there, but to Amiens. M. Loubet is already in the town arranging for our accommodation." The deputy saw the joke, and laughingly went on his way.

A yarn from a padre:—"I was crawling through the dark from Poperinge to Ypres when an obstruction in the middle of the road blocked me. Blessed if it wasn't one of our heavy guns on a traction wagon, and not a soul near it save myself. 'Twas a mystery to me, and I went on wondering what part in the scheme of things that big long gun was destined to play. I'd pedalled about three miles further when I heard the rumble of a big traction-engine in front, I ranged alongside and hailed the driver and his mate. 'What's up?' said the driver. 'Have a look behind I chucked. Bill looked back and then hopped down. For a full minute he gazed in wonderment. Then he turned and shouted to his mate: 'Jim, dash me if we ain't gone an' lost the blinkin' gun!'"

If Sir Henry Wood went to Boston, English music would have lost its most attractive figure—to the man in the street, at least. It has been Sir Henry's achievement to combine in himself all that traditional shagginess without which popular success in music is hardly possible in this country with a solid bonhomie reminiscent of W. G. Grace himself. To know Debussy and have spiritual kinship with him—and even with Stravinsky and the "futurists,"—and yet keep so strong a salt flavour in your personality as to find points of contact even with the remotest and smokiest backgrounds of the shilling promenade—this is, surely, the universality of genius. "Sir Henry" is the affectionate way Queen's Hall speaks of him—even as in the old Lyceum days it was "Sir Henry" too. The current of modern romanticism washed Sir Henry Wood ashore—the universal tendency to see pictures in music,—and he may be called the first of English "impressionist conductors." Even in his conducting of works hallowed by ancient formalism the "personal equation" would enter. Sir Henry's interpretation of the "Messiah" at a northern musical festival a few years ago, indeed, is still an outrageous thing in the minds of every aged and nicely-brought-up musician who was present.

Lord Courtney's attitude towards British mediation in the Franco-German War, had very influential support in the Liberal Government of the time. It is interesting to-day because it so largely turned on the question of Alsace and Lorraine. Gladstone, as Prime Minister, was very anxious that neutral opinion should assert itself against the German annexationist plans. "The transfer of territory and inhabitants by mere force," he wrote to Bright, "calls for the reprobation of Europe," and he took his stand not so much on the abstract principle of the inviolability of French soil as on the wrongfulness of annexation without reference to the wishes of the transferred people. Lord Granville, his Foreign Secretary, was cautious, and feared that intervention might only stiffen the German military party. He described the Cabinet meeting which settled British policy in a letter to his wife: "Quite exhausted after the longest fight I ever had against Gladstone. The losses were great; the killed and wounded innumerable; but I remained in possession of the field and the Cabinet." Now that the issues have been raised once again, British opinion stands itself thrown back on the Gladstonian principle of self-determination.

HONGKONG
CONSCRIPTION.The Government Scheme of
Allowances.

The Government Gazette contains the following scheme for Substantive Allowances to the wives, families, and dependants of persons enrolled in the General Military Service Force of Hongkong under Ordinance No. 9 of 1918:

1. Subject to the provisions of Clauses 3, 4, and 5, the Government of Hongkong will pay monthly substantive allowances to the wife and family of every person whose name appears in the Gazette as being deemed to have been enrolled in, and to belong to the General Military Service Force of Hongkong, on the following scale:

	Resident in the Colony or China.	Not resident in the Colony or China.
Wife (of pure European & c. descent) ...	200.00	20 0 0
Each son not over 18 years of age ...	25.00	2 10 0
Each daughter not over 20 years of age ...	25.00	2 10 0
Wife (not of pure European descent) ...	100.00	10 0 0
Each son not over 18 years of age ...	12 50	1 5 0
Each daughter not over 20 years of age ...	12 50	1 5 0

2. The allowances specified in Clause 1 shall be payable from the date of departure from Hongkong of the person enrolled or, if the circumstances require it, from such earlier date as the Governor may decide.

3. The total sum payable under Clause 1 shall not exceed the average monthly earnings of the person enrolled during the twelve months prior to the first day of May, 1918.

4. The separation allowances granted by His Majesty's Government to the dependants of persons enrolled in His Majesty's Force will be deemed to be included in the allowances specified in Clause 1.

5. The allowances specified in Clause 1 will not be payable to the wife of an enrolled person, who shall have married since the 20th day of May, 1918.

6. A person enrolled with dependants (other than wife or child) who would suffer hardship owing to his enrolment, may apply in writing giving full particulars to the General Military Service Tribunal who may recommend to Government allowances for such dependants.

Note.—A scheme of insurance of enrolled persons will be published later.

More Enrollments.

It is notified that the following persons shall, as from the date of publication of this List (August 2) be deemed to have been enrolled in, and to belong to, the General Military Service Force of Hongkong:

Victor Charles Labrum.
Arthur Mountain.
Angus MacKinnon Henderson.
James Bell Spiers.

Permitted to Proceed Home.

The following have been permitted to proceed to the United Kingdom for the purpose of enlisting in His Majesty's regular forces:

J. R. Irvine.
J. R. Johnston.
E. W. McIntyre.
B. O. Wittebell.

For Australia.

The following has been permitted to proceed to Australia for the purpose of enlisting in His Majesty's regular forces:—W. E. Cook.

The Medical Examination Question.

The Hon. Mr. H. E. Pollock, K. O., forwards as the following letter which he has received from the Hon. the Colonial Secretary:—
Colonial Secretary's Office, Hongkong.

2nd August, 1918.

Sir,—I am directed to acknowledge the receipt of the letter

WAR COMFORTS.

City Hall Work Party.

During the month of July, the City Hall Work Party packed the following:—32 dressing-gowns, 10 surgical coats, 14 surgical shirts, 33 pairs slippers, 15 pairs bed-boots, 5 pairs knee caps, 1 pair operation stockings, 168 suits pyjamas, 48 open backed shirts, 78 bed-jackets, 184 shirts, 115 vests, 1 cap, 4 muffers, 12 reversible bed-jackets, 20 small pillows, 40 packets of bandages, 5 head-bandages, 48 scrubbers, 37 mosquito nets, 49 shrouds, 20 dozen handkerchiefs, 5 linen coats (worn), 4 mops, 8 dozen food covers, 33 milk covers, 54 towels and 1 quilt. One case was packed, and sent to Miss Rutherford, Woolwich, England, and two cases were packed and sent to the 48th General Hospital, Alexandria.

The others' Union Work Party contributed 63 articles to the cases packed and include 13 vests, 1 shirt, 11 suits pyjamas, 10 bed-jackets, 13 handkerchiefs, 7 pairs socks and 8 helmets.

The Wool Department packed and sent to Mesopotamia, in answer to an appeal, two cases containing the following, which were made by the City Hall, the U.S.R.C. and Kowloon Dock Ladies' Work Parties:—298 pairs socks, 82 pairs knee-caps, 7 pairs gloves, 5 pairs mittens, 34 muffers, 28 caps, 2 pairs bed-socks, 1 white cap, and 7 dozen handkerchiefs. There was also a quantity of reading matter packed, for which we are indebted to the kindness of Messrs. Kelly & Walsh Ltd.

F. LAMBERT,
(for Mrs. N. J. Stabb).

POLICE RESERVE
ORDERS.

Orders issued to-day by Mr. F. O. Jenkin, C.B.R., state:—

No. 3 Company, etc.
All Inspectors and Sergeants of No. 3 Company, Ambulance and Drummers are required to attend at this Office at 6.0 p.m. on Tuesday, August 6th. The Chief and Staff Inspectors concerned with those units will also attend. Uniform optional.

Weekly Parade Reports.
These reports must show men on Long Leave (i.e. exceeding 7 days) from the Colony and also those Generally Exempted. The abbreviations L. L. and G. E. should be used.

Band Practices, 6 p.m.
Wednesday, August 7th;
Tuesday, August 13th; Monday, August 19th; Tuesday, August 27th.

dated the 26th July signed by you and the other Assessors on the Appellate Tribunal suggesting that employers of men passed or to be passed as fit for Military Service should be allowed to send in to the Medical Examining Authority a report from the usual medical attendant of such men giving certain particulars.

The responsible duty of examining men under the Military Service Ordinance as to their physical fitness for A.I. has been placed in the hands of the Officers of the Royal Army Medical Corps who are well qualified to carry out the work imposed upon them without the assistance suggested. Full consideration has, however, invariably been given in the past to any medical certificates which have been handed in by men under examination, and similar consideration will be given in the future to such certificates. The certificates should be handed in by the men themselves, and they should show:—

(a) The date of examination by the medical practitioner concerned;

(b) The length of time the patient has been personally known to the certifier;

(c) What diseases the latter has attended him for;

(d) The patient's present physical condition.

The certificates should be confined to matters which have come within the practitioner's personal observations and should refrain from any expression of opinion as to the man's fitness or unfitness for Military Service.

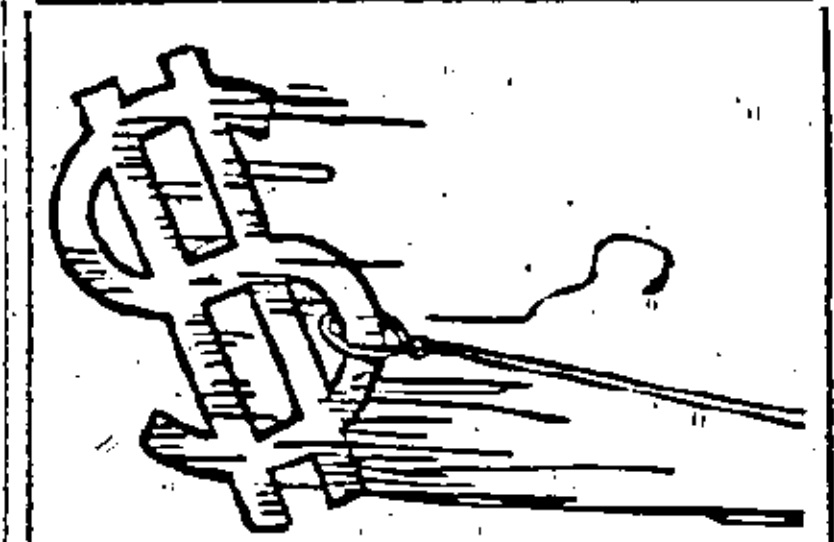
I am, Sir,
Your obedient Servant,
(Sgd.) CLAUD SEVERN,
Colonial Secretary.

GOLFERS AND RED
CROSS.Harry Vardon Invited to Visit
America.

American golfers not in immediate drafts for service in France recently arranged a programme to raise \$100,000 on behalf of the Red Cross, and they have cabled to Harry Vardon to go out and help them. "Bring Massey and Braid with you," the message said.

Vardon has made several visits to America, and he is prepared to go, again, to take part in this work of mercy if he can obtain a partner and secure permission from the authorities. Being, like Braid, 48, he is of military age, but it is not thought that absence for three months would be refused. Though he has received many invitations Braid has never been to America, and it is doubtful whether he can be persuaded to accompany Vardon now.

Massey, who won the British championship at Hoylake in 1907, has been in the French army since the start of the war and was wounded during the battle of Verdun. Meanwhile, traces of him has been lost, and Vardon is unable to get in touch with him.



There is Pulling Power in the
advertising Pages of the
DOLLAR DIRECTORY.

TO-DAY'S
ADVERTISEMENTS.

NOTICE.

THOSE having any accounts or claims against, s.s. "PING SUY" must render same to the undersigned within 7 days from date.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1918.

NOTICE.

MESSERS. NOORDIN have this day removed to No. 4, Ice House Street; owing to the fire which occurred at their old premises in Beaconsfield Arcade. Business as usual.

NOTICE OF DISSOLUTION
OF PARTNERSHIP.

NOTICE IS HEREBY GIVEN, that the partnership hitherto existing between Harold Latham and Charles Reginald Christopher Latham, both of Singapore, trading under the firm and style of Latham & Co., has been dissolved by mutual consent as from the 30th, June 1918.

All debts due to or by the abovementioned firm of Latham & Co., will be collected or paid by the said Harold Latham, who will continue to carry on the business under the same style and firm as heretofore.

Singapore, July 16th, 1918.
Signed HAROLD LATHAM.
Signed C. R. C. LATHAM.

TO BE LET.

TO BE LET.—Detached SIX ROOMED house in Macdonnell Road, large verandahs, closed verandahs, numerous bath rooms, garden, etc. Immediate occupation. Apply Box 420 or Telephone 2924.

WANTED.

WANTED.—FLAT of two or three rooms with all conveniences in Central Locality, Hongkong, or half-house with ENGLISH married couple. Lower levels or Kowloon. Apply Box 1418 c/o "Hongkong Telegraph."

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned

or fresh stewed fruit.

COULOMMIER CHEESE. COTTAGE CHEESE

NOURISHING & IDEAL FOOD.

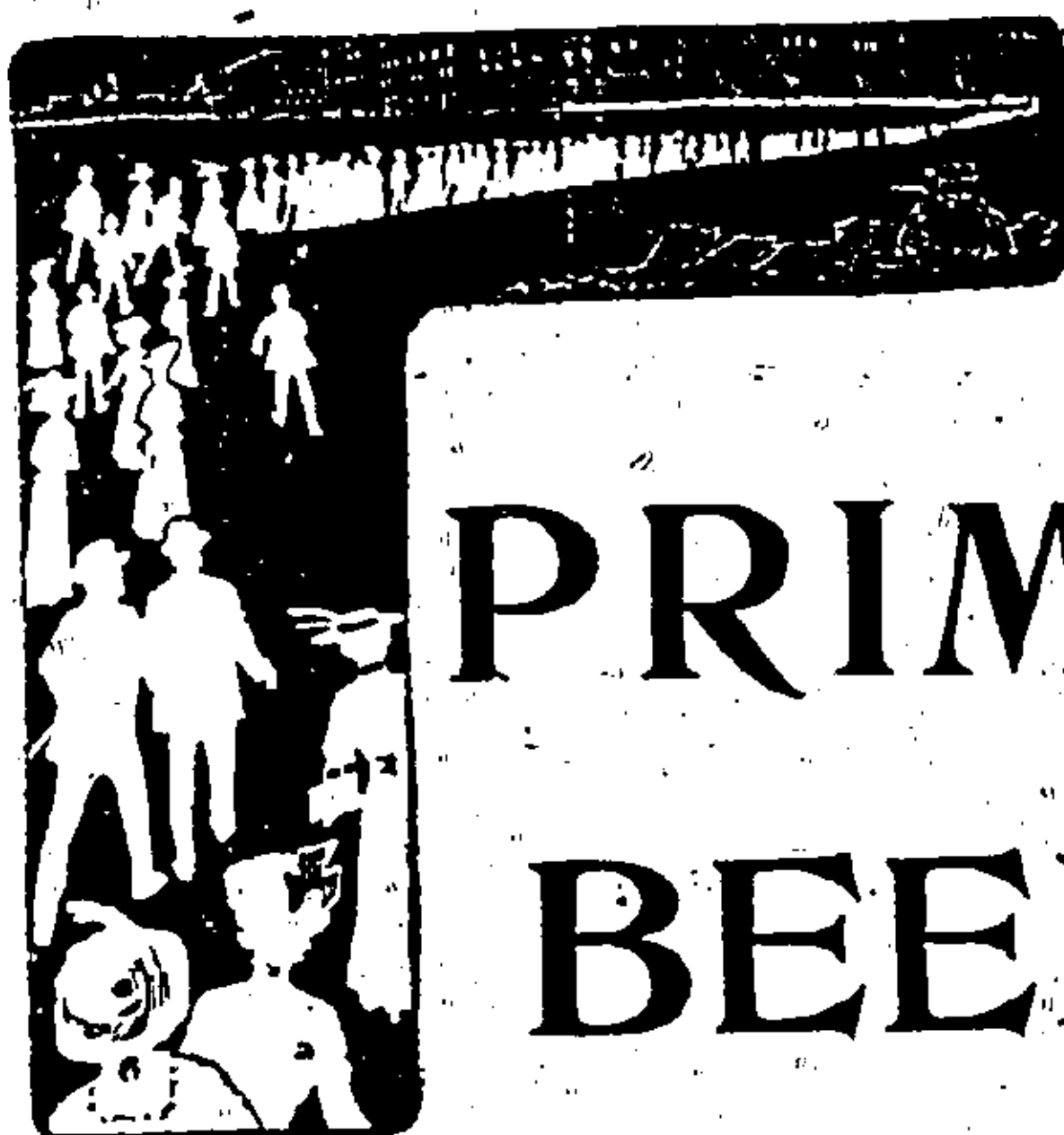
DEVONSHIRE CREAM

CAN ALWAYS BE HAD

WE SUPPLY JUNKET TABLET ON APPLICATION.

VISITING

THE HOME OF



PRIMO
BEER

STOCKED AND SOLD BY ALL

WINE & SPIRIT MERCHANTS, HOTELS & CLUBS.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

TO-DAY'S NEW ADVERTISEMENT.

If you _____
had been accused _____
of crime, _____
would you run away _____
or face the music? _____
Watch this space _____
on Monday. _____

FAIRALL & CO.

ARE SHOWING
AFTERNOON DRESSES.

BLOUSES.

PIQUE & LINEN SKIRTS.

READY TO WEAR HATS.

PHONE 644.



IT'S GOING TO RAIN

To-day perhaps, or tomorrow—you don't know exactly, but be prepared by purchasing a light and durable.

ANDAMAX

—Pocket Slip on—

WATERPROOF

only \$10.50 each.

HEAVIER QUALITIES IN STOCK.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,
16, Des Vaux Road, Telephone 29.

Wm. **Powell** Ltd
TELEPHONE 346

OUR
Annual Cash

SALE

Commences on TUESDAY, next.

August 6th, for five days only

LACE & VOILE DRESSES & BLOUSES, 25% DISCOUNT.
SEMI TRIMMED STRAW HATS AT 1.50 EACH.
A FEW SILK COATS AT LESS THAN COST TO CLEAR.

GREAT BARGAINS

IN OUR
LADIES' AND CHILDREN'S DEPARTMENTS.

ODD RANGES IN LADIES' BOOTS & SHOES
AT CLEARANCE PRICES.

COLUMBIA

GRAFONOLAS

and RECORDS.

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG

and DANCE.

ANDERSON MUSIC CO.,

LTD.

SOLE DISTRIBUTORS.

6, Des Vaux Road Tel. 1322.

CAWSEY'S LONDON
BITTERS

AN EXCELLENT PICK-ME-UP

A Wineglassful when you are run down picks you up and creates fresh energy. A Fine Tonic containing excellent Medicinal Properties.

Price per doz. Quarts. \$12.00

do. " Pts. 6.00

do. Bottle Qt. 1.10

do. do. Pts. .60

SOLE AGENTS:

CANDE, PRICE & CO., LTD.

Wine Merchants,

TEL. NO. 135, 6, Queen's Road, Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

VESSELS despatched to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG
COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO,
BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG,
COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS,
FREIGHTS, DATES OF SAILING, ETC., apply to:—P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITED

PACIFIC SERVICE

CANADA, UNITED STATES
AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

— SAILING ON OR ABOUT —

*Key West	24th Aug.	*Key West	11th Nov.
Empress of Japan	11th Sept.	Monteagle	7th Dec.
Monteagle	1st Oct.	Empress of Japan	
Empress of Japan	6th Nov.	Monteagle	

* FREIGHT SERVICE ONLY.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage fares, sailing times and reservation of accommodation, also literature of time and descriptive literature apply to
P. D. SUTHERLAND,
GENERAL AGENT, PASSENGER DEPARTMENT,
Phone 752.

For freight rates and through bills of lading, also literature of time and descriptive literature apply to
J. H. WALLACE,
GENERAL AGENT,
Phone 42.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI AND JAPAN PORTS.

EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE "SUNSHINE BELT."

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "ECUADOR"	Aug. 14th.
S.S. "COLOMBIA"	Sept. 11th.
S.S. "VENEZUELA"	Oct. 9th.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the online, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to:—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

SHIPPING

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Inaba Maru T. 12,600	(SAT. 17th Aug. at 11 a.m.)
	*Iyo Maru T. 12,330	(WED. 4th Sept. at 11 a.m.)
	*Tango Maru T. 13,500	(SAT. 17th Aug. at 11 a.m.)
NAGASAKI, KOBE & YOKOHAMA	*Nikko Maru T. 9,600	(SAT. 14th Sept. at 11 a.m.)
	*Dairen Maru T. 9,000	(MONDAY, 5th Aug. at 5th Aug.)
SHANGHAI, MOJI & KOBE	*Bombay Maru T. 9,950	(MONDAY, 5th Aug. at 5th Aug.)

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

MELBOURNE VIA MANILA, ZAMBOANGA, CEBU, SYDNEY, BRISBANE, ADELAIDE, PERTH, AUSTRALIA.

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, MANILA, PANAMA, CANAL, MALACCA, COLOMBO, SINGAPORE, PENANG & RANGOON.

For date of sailing apply at the Company's Office.

* Omitting Shanghai & for Moji. * Wireless Telegraphy.

HONGKONG-VICTORIA, B.C.-SEATTLE VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "Fushimi Maru," "Kashima Maru," & "Kato Maru," each of over 8,000 tons displacement.

Next sailings from Hongkong.

*Suwa Maru	WED. 14th Aug. at 11 a.m.
*Fushimi Maru	WED. 11th Sept. at 11 a.m.

* Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone Nos. 292 & 293.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong.
KOREA MARU	20,000	13th Aug.
SIBERIA MARU	20,000	29th Aug.
TERIO MARU	25,000	8th Sept.
SHINYO MARU	25,000	2nd Oct.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong.
ANYO MARU	18,500	25th September.
NIPPON MARU	11,000	8th November.
KIYO MARU	17,200	5th January.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.

Sailing from Hongkong to San Francisco.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.
Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"
(14,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"
August 3rd at 10 a.m. August 31st.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.,
General Agents.or to REISS & Co, Canton
Hongkong, Jan. 2, 1917.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Suiyang	4th Aug. at 10 a.m.
SHANGHAI	Sungkiang	6th Aug. at noon.
SHANGHAI	Sunning	8th Aug. at 3 p.m.
WUWEL, CPOO & TISIN	Kueichow	8th Aug. at 3 p.m.
NEWCHWANG	Paotling	8th Aug. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.Telephone No. 36.
Hongkong Aug. 2, 1918.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Yseldy	Java	in port	9th Aug.	Nasaki, Dalny
Tillatjap	Kobe	19th Aug.	23rd Aug.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 3 to 10 days.)

Steamships.	Captain	Leaving.
Hailan	A. E. Hodgins	SAT. 3rd Aug. at 1 p.m.
Hailong	J. W. Evans	FRI. 9th Aug. at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration)

For	Steamship	On
SANDAKAN	Mausang	Sat. 3rd Aug. at noon.
HAIPHONG	Taksang	Tues. 6th Aug. at 7 a.m.
SHANGHAI	Wingsang	Thurs. 8th Aug. at daylight.
MANILA	Loongsang	Fri. 9th Aug. at 3 p.m.
MANILA	Tuensang	Fri. 16th Aug. at 3 p.m.

SINGAPORE LINE.—The S.S. "VAN WAERWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first class passengers, and is fitted throughout with electric light and fans and also carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Canton and Yangtze Ports via Shanghai.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Swatow when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having space for accommodation for passengers.

Cargo taken on through Bills of lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Dato.

SIAM LINE.—A regular service is run from March to October between Hongkong and Siam, calling at Yokohama and Cebu.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all parts of the Commercial World.

BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD, CENTRAL, TEL. NO. 2089.

SHIPPING NEWS.

Our Repair Ships.

Highly important work is being done, in maintaining the number of British ships afloat, by the Repair Yards. Between August 3, 1917, when the directorate got its organisation going, to April 25, 1918, 5,307 vessels have been repaired and restored, representing an aggregate gross tonnage of 16,150,000. This gives a weekly average of 414,105 tons, but for some weeks past the average has risen to over 500,000 and is steadily increasing. As much as 2,120,301 gross tons of shipping have been in hand during one week. Five ships, each over 20,000 tons, have left the yards ready for service in a single week.

Shipbuilding in Japan.

The Communications Department, Tokio, in accordance with the decisions of the Standard Ship Construction Investigation Commission, attached to the Department, are conferring with the other Departments concerned, the principle shipbuilding companies, etc., as to the adoption of some compulsory measure regarding the construction of standard ships, says the "Japan Times." The Communications authorities concerned intend to approach the Department of Agriculture and Commerce for the loan of part of the Government Iron Works, Edamisu, for the purpose of making miniature models for three different kinds of standard ships of the most approved types, out of four kinds of war time standard ships, ten kinds of ordinary ones and six kinds of special ones; adopted by the Commission. On the completion of these models, a good number of skilled hands at different shipbuilding yards will be selected by the Communications Department for constructing three standard ships after the miniature models in order to demonstrate to the shipbuilding yards in particular, the simplicity of construction work, less time required for construction, ease of training workmen, the curtailment of expenses, and the economy of the whole system.

U.S. Shipbuilding.

It is officially announced (says a Washington cable) that the Westinghouse plant at Essington for the manufacture of marine-power machinery is complete and that the orders for apparatus representing 1,500,000 horse-power, equivalent to the equipment of about 300 steam vessels, will be filled before the end of 1919. The factory has an estimated monthly production equal to about 75,000 horse-power, so that orders on hand represent roughly twenty months' work. Though the plant is now officially completed, it has been at work in parts for a long time. It has taken less than eight months to complete the total construction and this job is said to set up a speed mark in the way of American factory construction. There are seven large buildings, with a combined floor space of about 35 acres, and 5,000 operatives are required. The company acquired the Essington property toward the close of 1916. The storage house and pattern shop, with a floor space of five acres, was completed August 15, 1917. By November 15th the last building was finished, and on that date the foundry went into commission, the pattern shop having begun work some time previously. In fact, some material for the Submarine Boat Corporation, of New York, was delivered as early as March 25th of this year. The foundry has a capacity of 4,000,000 pounds a month. Other buildings include the forging plant, power-house, erecting shop and two machine shops, each 750 by 125 feet. All buildings are fireproof, with concrete roofs. The entire property is 500 acres, of which 110 are included in the factory site. The Pennsylvania Railroad is on one side and the Reading on the other. Tracks traverse the plant in all directions, all, even in the building, being of standard gauge. The factory tracks will eventually approximate forty-one miles. It is known that the company is working on a housing proposition for its employees, there being nearly 400 acres in the property which could be turned to use in this direction. The output of the factory will be the Westinghouse-Melville-McAlpine steam turbine reduction gear and other marine-power apparatus. The whole plant, which is a branch of the East Pittsburgh Machine Works, subsidiary to the Westinghouse Electric and Manufacturing Company, is regarded as a particularly important member of the shipbuilding industry chain which has grown up along the Delaware during the last three years.

STOP PRESS TELEGRAMS.

BRITAIN'S ECONOMIC POLICY.

Important Declaration by Mr Lloyd George.

The Press Bureau states:—Replying to a deputation of two hundred manufacturers, introduced on July 31 in the House of Commons by Sir Edward Carson, who urged an early declaration of the Government's economic policy, the Prime Minister, who was accompanied by Mr. Bonar Law, emphasised that such a declaration was being delayed by war pre-occupations and also by the necessity of keeping in touch and being in complete accord with the Dominions and the Allies. The Government had been discussing the problem with the Dominions during the last few weeks and had had discussions with the Allies before America entered the war. So far, America had not expressed an opinion on the Paris resolutions, and it was vitally important that the policy of the United States and the policy of Britain should completely agree—(Cheers). All he could say at present was that he was very hopeful, because inter-Allied agreement on these great problems meant that the economic fate of the world would be in the hands of the Allies—(Cheers).

Proceeding, the Premier emphasised the necessity of securing essential industries against unfair attack and unfair competition. These industries were essential not merely from the commercial viewpoint, but from the viewpoint of national defence. He did not doubt that they would reach agreement on the matter. No Government could possibly avoid giving the earliest and deepest consideration to the matter. The longer the war lasted, the sterner must be the economic terms to be imposed on the foe—(Cheers). The sooner the foe realised that, the better. We must be in a position to determine what would be fair conditions without having them imposed by the will of the enemy. He agreed that immediately after peace there would be industrial dislocation. One of the great difficulties would be where and how to get raw material. Transport difficulties would also prevail during the first years of peace. These questions demanded the most careful consideration, combined with complete understanding with the Allies and the Dominions.

Mr. Lloyd George proceeded to say that no one ever dreamt of continuing the present system of Government control after the war. He agreed that this country's strength before the war lay very largely in the ingenuity, self reliance, adaptability and resources of individual effort. At the same time, there was a lesson of the war in which States had done good work in assisting and encouraging industries coupled with combined effort amongst industrialists. Magnificently as the business and industrial communities had shown a capacity to organise before the war, he quite agreed that when the war was over the present absolutely necessary interference in business by the State must disappear. During the transition period they were not going to get raw material without considerable Government interference. They must also organise transport. They had to see that the Dominions received a fair share of British manufactures. The Allies also would be entitled to receive assistance from Britain in the re-equipment of essential conditions of their industrial and national life—(Hear, hear). Perhaps a business order might come from an enemy source more remunerative than an order from Britain, the Dominions or the Allies. He thought they ought to see that the people who had been fighting together should be served first—(Cheers). Don't let us make the mistake of dissolving the partnership the moment fighting ends. The world won't come right immediately after the war, and if you dissolve the partnership with all these great peoples—a partnership cemented with blood—there will be men quite ready to take advantage thereof, even when the war is over. Therefore it is vital that when the war is over and the transition period comes, when there will not be enough to go round, we must keep the partnership going and help each other to the end so that brotherhood shall remain—(Cheers).

The Premier deprecated the revival of past controversies, saying:—"Let us consider the problem anew. It is the best way of proceeding; it is the only way we can secure absolute national unity. I shall be very surprised if you are not quite satisfied with the Government's statement when it is made, but first we must get in closer contact with the Allies and see that there is no declaration that will in the least interfere with Allied concord, goodwill and co-operation. But be assured it will be the chief concern of the Government to see that the great industries whereon the strength of the country depends shall be developed and strengthened—(Cheers)."

ALLIES' AERIAL OPERATIONS.

Some Significant German Admissions.

The Press Bureau points out the significance of the admission by German journalists of the effectiveness of the Allied air work.

The *Cologne Gazette*, on the 18th ult., said:—"The unprecedented employment of the enemy aerial forces is particularly embarrassing our communications on the Marne. Bridges are frequently destroyed by Allied aviators and must be rebuilt under most difficult conditions."

The *Strassburg Post*, on the 18th ult., said:—"The enemy profits with the greatest obstinacy by every advantage in the field of battle. He employs heavy artillery and aerial forces, not only to bring us to halt, but to push us back and snatch our gains."

The Press Bureau comments that this is particularly pleasing and says the American Air Force is stated to be as large as the whole pre-war American Army and Royal Air Force. It has multiplied its personnel two hundred times and is constantly increasing.

THE ALBANIAN CAMPAIGN.

Austrians Claim a Success.

An Austrian wireless official message states:—"We have captured the first line north-west and north-east of Berat and considerable territory on a twenty kilometre front. We are following up the enemy."

CANTON NEWS.

Our Canton correspondent writes as follows:—

Japanese Protection.

A rumour persists that a certain Consul at Swatow intends to grant the request of many merchants to nail the Japanese merchant signal to the front of their firm buildings to show that the firms are Japanese firms in order to obtain protection from the Consul. The reason of this action is because many merchant firms have been ill-treated by soldiers during the recent fighting. The report

has not yet been officially confirmed.

A storm occurred at Namoa a few days ago. Two salt transport ships were sunk and many other ships and boats were also damaged.

"Parliament" Meets.

An informal meeting of the Parliament at Canton was held yesterday. There were 170 members present. It was decided that a formal meeting will be held on the 6th inst., and that a declaration be made with respect to the re-establishment of the Parliament.

WAR CHARITIES.

Distribution of Hongkong Funds.

We have received from the Hon. Mr. E. R. Hallifax, Hon. Secretary of the War Charities Committee, a batch of interesting matter concerning the distribution of the Funds handled through this body. This states that the last detailed statement of allocations including earmarked sums made by the War Charities Committee covered expenditure up to March 15th, 1918. Since that date a total of £31,300, proceeds of St. George's Day, has been remitted through the War Charities account; and a detailed statement of the allocations as made by the St. George's Committee will be published in due course.

In addition to this total, earmarked and allocated subscriptions have been made between March 18 and August 2 from the General Fund totalling £36,028 10s. 8d., while there is an item of £22,392.56 for the Store Sub Committee. The greater part of the first amount was sent by telegraph in two remittances to the earlier of which only replies have so far been received. Mr. Hallifax sends us extracts from the correspondence received through Mr. Murray Stewart, these including a letter from M. Paul Cambon, the French Ambassador in London, gratefully acknowledging a cheque for £2,000 for the French Red Cross; another letter from Sir Arthur Pearson; as well as several other acknowledgements. One of these, from the Secretary of Dr. Barnardo's Home, says:—"It will be gratifying to you to know that probably of all the British Dominions across the seas, Hongkong stands out as the most liberal by comparison with its size."

We intend to publish fuller extracts from the correspondence on Monday.

HONGKONG DEFENCE CORPS.

Administrative Orders issued to-day by Major H. A. Morgan, Administrative Command, state:—

Engineer Company.

Members of the Engineer Company when attesting should ask for the following remarks to be entered on the attestation paper:—Attested for General Service. Served such and such time in the Engineer Company and is desirous of being posted to an Engineer unit.

Appointment.

His Excellency the Governor has been pleased to appoint Mr. F. C. Hall to be a 2nd Lieutenant in the Hongkong Defence Corps, with effect from 29th July, 1918. 2nd Lieutenant F. C. Hall is posted to "A" Company, No. 1 Platoon.

"A" Company.

Orders for Infantry Battalion by Major H. A. Morgan.—No. 1 Platoon.—The parades ordered for 7th and 8th instant are hereby cancelled and the following substituted:—

Wednesday, 7th August.—5.30 p.m. Nos. 1 and 2 Sections (except men who passed the Test on 2nd instant) at Kennedy Road Range, T. E. T. Grouping, Dress, drill order without rifles.

Friday, 9th August.—5.30 p.m. Nos. 3 and 4 Sections as for Nos. 1 and 2 above. Nos. 3 and 4 Platoons. The time of parade on Friday, 9th instant, is 5.30 p.m. and not as stated in Corps Order No. 9 dated 2.8.18.

The Colony's Health.

During yesterday there were notified two cases of plague (one fatal), two non-fatal cases of spotted fever, one fatal occurrence of diphtheria and one non-fatal case of enteric. The last-named case was a Japanese and all the others Chinese.

THE STRONG POINT.

Phelim Raftery's Tale.

Four men sat at a wooden table in the Divisional canteen, eating sausages and mashed potatoes. When they had finished they pushed their plates aside, finished their coffee, and lit their pipes. Then they talked on Phelim Raftery for a tale. Phelim was a gunner, and was temporarily attached to the Tanks. He had a great reputation as a teller of tales, and this is the tale he told that night.

There was a Platoon holding a strong point in an important part of the British line. The trenches ran along a ridge which the Germans particularly coveted for it commanded a view of the surrounding country and was carefully and strongly fortified. Everyone knew they were going to attack the position again, and every man there knew that if the strong point fell, that part of the line went with it. A barrage had been put down behind the trenches, which made it very difficult to get food up. For the last twelve hours the men had contented themselves with their pipes and cigarettes, but at last their supplies of tobacco ran short also.

"I hope they'll come soon," said one man, "or we'll have nothing to smoke."

That night the Platoon Commander sat at the telephone.

"Yes, sir," he said. "We all quite understand. Hold out to the death. Yes, sir. Forty-three men, sir, all in good spirits."

He got up and walked slowly down the trench. There was no question about the spirit of the men. Their only anxiety was for their dwindling supply of cigarettes and tobacco. The Platoon Commander emptied his cigarette case when he came to the Lewis Gunners, and gave the sentries a word or two of advice. Then he saw that his own revolver was in proper order, and that every man knew where to find the reserve of ammunition and the bombs. A "Minnie" landed a few feet from the parapet and brought in some of the sandbags. He took a spade himself and started to build them up again, sucking at his empty pipe. He was patting the parapet into shape when the alarm was given. There was a bustling in the trench, and in a second or two every man was at his post, his rifle in position. There was a murmuring among the Lewis Gunners as they strained their eyes into the darkness of No-Man's Land.

It was a moonless night and the sky was dark with clouds, so that it was difficult at first to make out the moving forms. But the artillery had seen them already, and had shortened their barrage. That drove the attackers more quickly out of their trench. For a few seconds they may have hugged the delusion that they were "surprising" the British; just for a few seconds, and then came their disillusionment. Lewis guns and rifles spoke, and the air thrashed with bullets. There were great numbers of the Germans, and the attack was only momentary. They pressed forward over the fallen, coming nearer and nearer.

They were some forty yards from their objective when Percy came. He came quite calmly, almost superciliously, blundering out of the night, and the Germans saw his bulk looming close to them. Then Percy stopped, and joined in the fighting with his two six-pounders. They knew that any moment he might move forward in that deliberate, inexorable manner of the Tanks. They judged it wiser to withdraw. So they went back, with Percy neatly enfilading them, and the men in the strong point speeding them from the rear. When all was clear once more, Percy turned and waddled back into the night. The Platoon Commander went to the telephone once more.

"Yes, sir, Merriok speaking. Hold them? No, Sir; beat them off, thanks to the Tank. Expect they'll have another shot, Sir."

Then he went round his defences, and saw that everything possible was done for the wounded men. He had kept a small reserve of cigarettes for this emergency. These he distributed.

They were to be relieved quite soon, unless there was another attack.

He began to feel very weak. He wished there was some tobacco in his pipe. He wondered if anyone had noticed blood on his clothes. His thigh hurt devilishly. His head began to whirl, and intense physical sickness came over him. He'd better lean up against something. He went slowly to a corner of the trench, and a great darkness was in front of his eyes and a great singing in his ears, like the sound of the sea in storm. He must pull himself together; somebody was speaking. He leaned one hand against the parapet.

"Yes, Sergeant."

"They're coming Sir."

"Oh, right?" He made one great effort to walk.

"Sentries all right? I—I—"

"It's the relief—yes." I meant Sir. Word just come. We're to get ready to go.

"Oh—relief—yes." He felt his mind slipping away. That infernal pain was burning him. The Sergeant's voice was coming from a great distance. Gradually he was sinking into deep places.

The Sergeant caught him and uttered an exclamation of surprise. The subaltern's tunic was wet with blood round the thigh. Presently the relief came, and he was taken away on a stretcher.

In the Mee's two days later, in a village behind the line the M.O. was talking to the Colonel.

"Yes, Sir," he said. "There's no doubt about it. Young Merriok was his some time before that attack, but he just kept it quiet. And he knew what was coming. But it's not serious fortunately. He'll need a bit of a rest that's all."—By Lieut. J.B. Martin.

BIRTH OF NEW SHIPYARD.

Remarkable Performance.

"Aladdin's lamp was," says a correspondent in the London Times "misaid some years ago about the time the world ceased to be young for most of us. It seems, however, to have turned up again on the North-East Coast. There, at any rate, a human miracle has been wrought; and it is hard for an observer to believe that Lord Furness and the directors of the Furness Shipbuilding Company have not been helped by magic of some kind.

On March 1 last there was a field in the neighbourhood of a town and near a river. The lamp, or the ring, or whatever it was, must, have been secreted here waiting for the proper person to rub it and command the activities of its slaves, for to-day the field has almost disappeared, and in its place is a shipyard where the keels of two steamers are already laid in perfectly-constructed building berths. Soon there will be eight berths. By the end of November, if all goes well, the yard will be complete to design, which includes a dock, or fitting-out basin, large enough to accommodate four or five vessels.

It is not easy, without seeing what has been already done, to realise the preparation that was required before this field of 90 acres could be given even a remote resemblance to a shipyard. Natural difficulties had to be overcome, and other difficulties due to our state of war. To begin with, the ground was under high-water level. Piles had to be driven and reinforced concrete put in. Along with this went the removal of mountains; an operation which no doubt begins in faith but must be continued by works. These mountains were various big slag-dumps, which decorated or defaced (since everything depends on the point of view) both the near and the remote distance. They have been lifted up, but in the giant arms of modern machinery and used to fill in the ground. A by-product of the process is the rejoining among the inhabitants of the town, who were quite sure that the dumps were unsightly.

The mounds were not too conveniently near; and besides, a hundred and one different materials have to be conveyed to the yard. Hence the need for railways and locomotives. Eighteen miles of line have been laid in the three months; and, big as

the job was, it proved easier than to get the engines and such plant as steam cranes, travelling cranes, crabs, and tip-wagons.

Labour, of course, was another difficulty. The enterprise started with a very few men and a wages bill ridiculously small. The pioneers have now increased to 1,600 men and 500 women. Of the women a deal is told which is notable even at a time when feminine energy and ability have ceased to surprise. A day of crisis arrived in the labour difficulty. All that need be explained is that it was not due to industrial dispute or quarrel of any kind. A large number of men left; they were not taken away. Next morning 200 women were engaged in their place, and the 200 quickly became 500. You see them doing man's work manfully. They shoulder heavy loads, and look as well as they are cheerful under them. In their brown overalls (blouses and wide trousers) they are conspicuous in the transformed landscape. Nowhere in Great Britain can employers possibly speak better of women's achievement than here. They say—and could hardly say more—that they are ready and willing to finish the undertaking with women alone, if they should be driven to do so.

But the yard has a huge appetite for labour of all kinds. The early days, when "there was not room enough to turn round," have passed. Space, having been cleared, is no longer restricted. Last week a "record" was made in the filling-in process, and further "records" are expected until the whole of the site is brought up to the desired level. The rate of progress will be quickened with the disappearance of initial handicaps. Two berths being finished, six remained to be taken in hand. Three weeks are allotted for the completion of each; an estimate made with complete confidence that it is within the workers' capacity. And the most cautious estimator allows that this is "remarkably good work, considering the conditions."

Permanent offices are being built, but it is obvious that, if they had been waited for, the work of these three busy months could not have been accomplished. To provide for the administrative and clerical staff railway carriages were adapted. Without their wheels, they are arranged in a double line with a wide way between and a high wooden roof over all. They look pleasant places to work in, though not as cool as could be wished in the middle of a hot day. Decidedly they have served their purpose. Railway carriages, still wheeled but deprived of partitions and seats, are used to house some of the workers. Lord Furness and other of the directors find casual habitation in metamorphosed railway carriages. The board meets in a railway carriage. In a railway carriage it can sit down at a long table to lunch. The kitchen, too, is a railway carriage.

Lodging for employees has presented a serious problem, as vacant houses by no means abound in the neighbouring towns. A hostel for 500 men is under construction. There is already a large canteen and an ambulance station. Happily the accidents have so far been few.

As for launching facilities, the berths are so designed on a bend of the river as to give ample room for vessels up to 800 ft. long. Indeed a great feature of the yard is "its spaciousness." The whole "lay-out" is designed on the most modern principles for the rapid construction of ships, the plan allowing for the conveyance of material to the precise place where it is required in regular and continual sequence. All the berths have, or will have, tower travelling cranes, electrically driven. As the material is brought down on railway trucks to a berth, the tower crane lifts it into place. These cranes are of a design which allows of two trucks passing underneath. The tracks for the travelling cranes and the railways are perfectly level throughout the yard, the building berths being above this level at the fore-end and below it at the after-end.

If you ask for the probable result of all this preparation you receive this assured answer: "We shall turn out 24 ships every year. That is to say, roughly, a ship a fortnight."

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—10th Sunday after Trinity, 4th August, 1918. Holy Communion (7.50 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Crotch. Psalms: XX (Bath-hill). Te Deum: Oakley (15th evening). Benedictus: Tarle (11th morning) Special Hymns: 3 (Tune 428), 5 (Tune 191), 2 (Tune 215). God Save the King. N.B.—Psalms 20, verses 1, 2, 5, & 9, in unison. Hymn 3, verses 1, in unison. Hymn 5, verses 1, in unison. Hymn 2, verses 2, in unison. Holy Communion (13 noon). Evensong (6 p.m.) Responses: Ferial. Psalms: XLVI (Davy—4th evening). Magnificat: Barnby. Nunc Dimittis: Wesley. Special Hymns: 6 (Tune 191), 7 (Tune 370) Tune 428. God Save the King. N.B.—Psalms 46, verses 1, 2, 7, (2nd half) & 11, in unison. Hymn 6, verses 1 & 6, in unison. Hymn 7, verses 1, in unison. Hymn 3, verses 1, in unison.

St. Andrew's Church, Kowloon.—10th Sunday after Trinity, 4th August, 1918. Special War Services. Holy Communion after Morning Service, Morning Prayer 11 a.m. Responses: Ferial. Venite: Turle. Chant 131. Psalms: 20. Eulogy, Chant 59. Psalms: 21. Crotch. Chant 86. Te Deum: Oakley in F. Jubilate: Hayes. Kyrie: Mendelssohn. Hymns: 295. Hymns: 279 (First and last verses in unison). Hymns: 422 (A. & M. Setting). God Save the King. Evening Prayer 6 p.m. Responses: Ferial. Psalms: 130. Purcell (as set). Psalms: 144. Woodward (as set). Magnificat: Woodward, 28th Morning. Nunc Dimittis: Wesley. Hymns: 299. Hymns: 279 (First and last verses in unison). Hymns: 38 (Tune 8 in Appendix). God Save the King.

Union Church, Kennedy Road.—Sunday 4th August. Morning service at 11 o'clock. Psalm 100. Te Deum: Hymns 2, 270, 514.—Evening service at 6 o'clock. Hymns 477, 516, 463, 175, 364. Preacher: Rev. Alex. Baxter M. A. Collections for Prisoner of War Fund.

St. Peter's Church, West Point.—Holy Communion. 11 a.m. Morning Prayer and Sermon. The Gospel Hall.—(No. 10 and 12 Pedder Street). Weekly Services:—Sunday, Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Bible Class for Ladies, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m. Soldiers' and Sailors' Home Arsenal Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Kennedy.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

Stolen Trousers. A Chinese was charged before Mr. J. B. Wood this morning with the theft of a pair of trousers from another Chinese. A Sergeant said defendant was living with complainant and during the absence of the latter defendant abstracted the trousers and pawned them. He also reported a false name and address to the pawn broker. Defendant admitted pawning the trousers. His Worship convicted defendant and fined him \$10, or, in default, three weeks' hard labour.

Attempted Burglary. A Chinese was charged this morning with attempting to gain admittance into No. 153 Portland Street, Kowloon with the intention to steal and also with being in unlawful possession of a house breaking implement. A lunko stated that at 2 o'clock on Friday morning he saw defendant with two others trying to climb the walls of No. 153. Witness hailed them and they commenced to run. A long chase ensued and another constable effected the arrest of the first defendant. The other two men could not be traced owing to the darkness. Defendant said he had a conversation with his friends and was passing along the house in question when the lunko accosted him and started the chase. Mr. J. B. Wood convicted defendant and sentenced him to three months' hard labour.

EARLIER TELEGRAMS.

(Continued from page 1.)

THE WAR IN THE AIR.

Operations on the Battlefield.

Paris, August 1.
Anglo-French bombers on the 28th ult. dropped over twenty tons of projectiles on cantonments and troops in the Ardennes and Vesle valleys, on Fismes, Compiègne, Moreuil and Bazoches railway station and on Mont Notre-dame aerodrome. Thirty-six tons were dropped on the following day on objectives in the same region. Fires and explosions were observed at Fismes, Alincourt and Bazoches. Chasing squadrons in the course of numerous combats brought down fourteen German machines.

Franco-British aeroplanes brought down on the 30th ult. eighteen enemy aeroplanes.

Raids on Germany.

London, August 1.
The Air Ministry states that in addition to the attacks reported on the 30th ult. we bombed the station of Lahr. We dropped on the night of the 30th two tons of bombs on the Bosch magnet works, the Daimler works and the railway station at Stuttgart, setting on fire the station. We also bombed Hegenau station and barracks causing a heavy explosion. We bombed machine gunned Remilly junction and two aerodromes. We attacked Coblenz on the morning of the 31st but clouds prevented observation. We first attacked the station and factories at Saarbrücken. Our first formation encountered many hostile scouts before reaching their objective. A bitter fight ensued in which four British were lost. The remainder bombed their objective but were again heavily attacked on the return journey, the British losing three more. We disabled one enemy. Our second attack was completely successful. Bombs were seen on the factory. Despite all attacks all returned.

LORD LANSDOWNE AGAIN.

London, August 1.
Lord Lansdowne in a further letter contends that the war will not be ended by a knockout blow. He does not affirm positively that a preliminary agreement upon essential points and profitable conversations are in prospect at present but says there are abundant indications that such occasions may arise in the near future when we should be prepared to meet them in a reasonable spirit. He agrees however that sooner than accept a dishonourable peace we should be ready to fight to the bitter end. Lord Lansdowne appeals to the Allies to define not their war aims but their preliminary conditions towards peace. He quotes General Smuts' speech of 11th May as finally obliterating the theory of a victory permanently securing under President Wilson's ideals relief from German militarism. The test of its completeness will be found in the enemy's readiness to discard the doctrines of the extreme militarists and accept terms which he would never have been allowed to consider at the beginning of the war. Lord Lansdowne concludes by suggesting that the present is not an inopportune moment for consideration of reasonable proposals because at present we are more confident than ever as regards our ability to hold our own in the deadly struggle.

AMERICAN AID FOR CHINA.

Washington, July 30.
The State Department announces a new policy of approving of loans by bankers to China in connection with the contemplated loan. It is understood the amount of fifty million dollars is under agreement between the bankers and State Department. The bankers will co-operate with the Government in submitting for approval the names of the banks composing the loan group. The Department also announces that it is hoped that British, Japanese and French bankers will be associated with the loan negotiations. Such co-operation is now progressing. Mr. Polk, Acting Secretary of State, in a formal statement says that the engagements of the United States hitherto in the European war theatre have prevented specific steps to help China to realise her desire to equip herself for war against the Central Powers but the recent approach of disorder to Chinese territory had made a special effort to place means at China's disposal desirable. Mr. Polk hopes that the co-operation of the British and other Allies will serve as an agency for the expansion of their mutual interests abroad.

THE ALBANIAN CAMPAIGN.

London, August 1.
An Italian naval official message says: British aviators and Italian naval airmen are continuing intensive attacks on the Austrian rear lines in Albania. A British squadron on the 26th ult. bombarded Ragorina setting on fire the Elbassan railway store-houses. Italian seaplanes on the 25th bombed installations and trenches in the neighbourhood of Ardenia monastery. All our aviators returned safely.

A wireless Austrian official message states: In Albania the enemy under continuous pressure have evacuated the front lines at many points.

THE KAISER'S BOASTINGS.

Amsterdam, August 1.
A message from Berlin says the Kaiser has issued a proclamation to the Army and Navy eulogising their fighting spirit and acclaiming their victories won in the past four years of war. He says the battles won in recent months are amongst the most famous deeds in German history. Concluding he says: You are in the midst of the hardest struggle, but the entire Fatherland is certain that the desperate efforts of the enemy will be foiled.

SAVINGS BANKS FOR CHINESE COOLIES.

London, August 2.
In the House of Commons, replying to Mr. Gershom Stewart, Mr. Macpherson stated that a savings bank scheme had recently been established for Chinese coolies in France.

COTTON WORKERS' STRIKE.

London, July 31.
The Preston cardroomers have struck demanding a twenty-five per cent. increase on their current wages.

THE SILVER MARKET.

London, July 30.
The silver market is quiet.

ELECTRICITY FOR SHIPS.

Its Importance in Construction.

The following article is contributed by Mr. Dwight D. Miller, of Canada, to Shipbuilding a technical paper published in Montreal.

The most imperative demand of the Allied nations today for the successful prosecution and quick termination of the war is the production of ships, ships, and then more ships.

Were it not for the present tremendous development of the use of electricity, which has already found its application to practically every industry, often totally revolutionising them by its use and facilitating the standardisation of methods of quantity production at a minimum of time and cost, the extensive shipbuilding programme which the Entente has set itself as a task to accomplish would be impossible.

In the completion of this programme electricity plays a vital part because it is the most flexible and efficient of any known medium of power application. It ensures absolute reliability of operation and combines enormous power with speed of production. No form of power is so susceptible to quick and accurate control and to the necessary changes which must take place in adopting electrical energy, be it heat, light or power, to the great variety—the multitude of uses it is put to in the shipping industry.

"It has been demonstrated under the severest service conditions that the electric motor renders possible the most economical approach to the direct application at the machine of the total initial power developed."

As a heating medium electrical energy is transformed at 100 per cent. efficiency and utilised as heat to a large number of processes at many times the efficiency of combustion devices. As a source of light it is surpassed by daylight only. It is far superior to any other form of artificial light both from the standpoint of efficiency and the varied methods of its application. It not only makes 24 hours service possible, but guards the life and property of the nation at night as well, especially so since the recent highly efficient system of flood lighting was developed and made possible by its use.

The extent to which the present shipbuilding activity is being pushed to day may be realised from a recent report furnished by the Emergency Fleet Corporation, Washington, D.C., which gives a list of firms, companies, corporations and yards in the United States engaged in building steel, wooden and composite vessels. This list was issued in March, 1918, and comprises:—

31 firms building steel vessels.
69 firms building wooden vessels.

6 firms building composite vessels.
27 yards building requisitioned ships.

The localities of these companies embrace the entire water front and seaboard of the United States from the Atlantic to the Pacific coasts, from the Gulf to Great Lakes, while the money value involved in their activities is now computed in the billions of dollars. Not only is this tremendous building programme dependent upon electrical energy for its most economical and rapid completion, but also the upkeep, control and operation of the yards and ships, both naval and commercial are dependent on it as well.

Electrical energy is practically omnipotent. By its use secret messages and orders are sent thousands of miles and confidential information collected from the multitude of widely separated sources with the almost celerity through the medium of the wireless telegraph and telephone; motive power for propulsion of huge locomotives and even the ships themselves, the operation of cranes, hoists, and a multitude of machines, tools, and other devices used in the construction and operation of both ships and yards is made possible through the medium of the motor; while electric energy in the form of

both light and heat plays a no less important part in furthering maximum production and conserving the comfort and welfare of the personnel on and off shipboard.

Not only are huge ingots of steel rolled out into plates, bent, shaped, drilled, riveted or welded—in fact fabricated in various ways by the use of electric power, but also the steel itself, in many instances, is made and heat treated through the medium of the electric furnace.

Immense timbers are cut and worked into all sorts of intricate shapes by means of various wood working machinery electrically driven with a speed, convenience and accuracy impossible with other forms of motive power. In the construction of composite ships the cement used is manufactured and ground by electrically driven machinery, and then concreted and poured into the frames by means of the electric motor.

So it goes down through the long list of innumerable methods, machines and appliances used in the construction and operation of all types and classes of ships. Electricity is supreme. Perhaps the best way to appreciate its importance is to try to visualise what would be our present state of preparedness were electricity not harnessed and at our beck and call. Then indeed would we be at the mercy of the treacherous Hun Dog.

So far we have been considering the importance of electricity as applied to the shipbuilding industry as a whole and from the general point of view.

While it is manifestly impossible to consider specially each and every application, within the scope of the article, still it may be of interest to inquire from what source this mysterious power comes, how it is brought to the point of application and there utilised in a myriad of ways with such ease and convenience as to preclude serious consideration of any other form of power.

When a firm or corporation has decided to enter the shipbuilding field probably the most important question to be decided, next to that of proper location, is what source of power is available. Is it steady and reliable, and is there plenty of it so that as the business grows our needs can be supplied, or must we provide it ourselves? Right at this point the Central Station branch of the electrical industry enters into the shipbuilding field. If central station power is available in sufficient quantity many months can be saved in the time required to build the yard. Poles, with their cross arms, insulators, stays and guys can be erected and transmission lines run in much less time than it would take to get the necessary turbines or engines if power had to be made at the plant. In fact electric energy from the central station is often about the first thing "on the job," and is used in the construction of the yards and shops comprising the complete plant.

Usually high voltage alternating current is transmitted over the power lines to a point fairly central to the plant, which is known as the point of distribution. Here the high voltage is stepped down by means of transformers and the current distributed at working voltage (usually 440 or 220 volts) to the point of application. In those cases where it is advisable and advantageous to utilise direct current, this is obtained by means of motor-generator sets, that is an alternating current motor drives a direct current generator; or by means of rotary converters, which are machines which accomplish the same purpose but combine in one machine the separate motor and generator of the motor-generator set.

Due to the huge size of the modern central station, employing the highest skilled labour to operate the most efficient known devices for generating electric energy, some times from single units capable of developing 60,000-horse power, as well as by the use of high tension transmission the central station is in this manner able to generate, transmit, and sell power to a plant many miles away cheaper than it can be made on the ground.

The minute work begins a large number of tools and power devices immediately are brought into use according to the character

of the work being built whether for steel, wood, or composite ships. Electric dredges for deepening the water front, locomotives for hauling dirt for "fills," and later used for hauling the vast quantities of bulky raw materials required in the actual construction of the ships, concrete mixers for the construction of walls, basins, &c.; huge cranes for the proper distribution of the raw material upon arrival, various types and sizes of electric trucks, to handle and distribute the smaller material are among those used in the early stage of building the plant.

What was just previously a flat marshy barren waste has now become firm, solid ground over which a veritable beehive of workmen swarm day and night. A marvellous change indeed, both in appearance and time, all due to this efficient, silent and mysterious agency—electricity.

As the building of the plant progresses and the shops are erected, still other electrically operated tools and devices appear, principally the factory type travelling cranes and the great variety of machine tools used in the manufacture, shaping and fitting of the various parts of the ship. Great planers, mills, angle shears, radial drills, plate punching and bending machines, drill presses, &c., each so large that they would easily occupy the entire floor space of the ordinary machine shops, many of them provided with individual cranes to facilitate the handling of the huge parts on which they work, are handled with an ease and at a speed by means of motor drive which is impossible with any other form of power application.

Generally, one or more air compressors are kept running night and day in order to provide the air necessary to operate pneumatic hammers, drills, cutters, &c., which play a most important part in the rapid building of ships. By means of the various welding machines, pieces of steel as well as metals of all kinds and shapes from the largest to the smallest pieces, are literally melted together by means of the intense heat of the electric arc, forming an integral whole stronger than the plate itself. As already pointed out, this same intense heat is utilised in the electric furnace for making much of the steel itself from which the armour plate, guns and shells of battleships are later made.

In this great activity all branches of the electrical industry participate. The manufacturer supplies the various machines, wires, control apparatus, switch boards; the jobbers a great mass of other accessories not bought directly from the manufacturer, while the dealer contractor is most essential to the proper erection and connecting up of the thousand and one devices needed.

On board the modern ship practically everything that pertains to its upkeep and operation as well as to the health, comfort, and welfare of the officers and crew is electrically operated. In some cases even the ships themselves are electrically propelled by means of motors driving the propeller shafts.

In the case of ships, each generates its own power—has its own central station furnishing current for the operation of motors driving a great variety of machinery such as hoists and winches for loading and unloading the ship, raising ammunition and anchors, and various other purposes; for operating blowers, fans and pumps of all descriptions. Current must also be supplied for lighting purposes, for innumerable incandescent and signal lights, for search lights as well as for cooking and the operation of the wireless telegraph. Storage batteries are likewise a most important part of the modern ship's power plant, being used in the operation of the various signal gongs and fire alarm systems, also for the interior telephones.

The reason why the electric motor is the superior driving unit is because it is the most efficient, and can be started, accelerated, and stopped quicker than any other form of motive power. Speed variation can be accurately obtained to within a fraction of one revolution, while increments and gradations in speed can be secured to a degree of nicety impossible with any other method of drive, thus greatly increasing

TRAINING THE DISABLED.

An Artificial Limb Industry.

The work of local war pensions committees was considered at the allied conference on aftercare of disabled soldiers at Westminster recently.

Mr. W. E. Hinks said that at the beginning of March there were at least 9,601 men receiving treatment through the committees, and the total number who have been and are being treated is 18,893. On February 27, 2,737 men were being trained, and the total number admitted to training was 4,505. These number were being added to weekly.

In the surgical treatment section Sir William MacEwen stated that a skilled limbs committee of physicians, engineers, and surgeons was formed which had directed the production of limbs by wood carvers, pattern makers, and mechanics in shipbuilding yards and engineering shops, and they had been able by employing home industry alone to supply artificial limbs in sufficient quantity and quality to satisfy requirements. A new industry had thus been created.

Professor Giovanni Chevalley said that as a rule Italian disabled men found work with comparative ease on leaving the training centres, and nearly always earned a much higher wage than they did in peace times.

Mr. Passmore said that since discharged soldiers had been added to local committees they had rendered the greatest assistance, especially in helping to distinguish between the genuine and no genuine application. He suggested that pensions should not be awarded on the extent of a man's disability so much as on the cost of living in the country to which he belonged.

In a paper on the cure of the tubercular soldier, Major P. Horton Smith Harley said that up till the end of last year 20,000 men had been invalided from the British army through consumption, and doubtless as the war continued this number would be largely increased.

Major Dundas Grant, M.D., president of the Special Annual Board under the Ministry of Pensions, said that the number of deaf men in need of lip training was found to be considerably less than had been anticipated, while the number of those willing to undergo such training was very much less still, owing to the abnormal demand for labour and the readiness with which even the deafest men obtained lucrative employment. One of the objections the deaf man had to attending classes was the belief that by acquiring a knowledge of lip reading he would have, his pension reduced. This was of course quite a fallacy.

Chinese Old Postage Stamp.

As the old stock of postage stamps has been sold out, the Chinese Post Office in Peking has issued new designs. There are 19 sets in all, with the usual denominations.

Horse with the Gout.

There is gout and "poor man's gout," and, according to a veterinary surgeon at Old-street recently, a variety of the ailment that afflicts horses. It is not rich living, however, that accounts for gout in a horse, but, according to the veterinary surgeon, "the poor quality of the present-day food." A carman was fined for working the animal in an unfit condition.

The output per operator per machine. Moreover the electric motor is clean, practically noiseless, and safe; is compact, rugged, readily portable, and absolutely reliable, can be mounted in practically any position, and will operate under the most adverse conditions, even under water; occupies a minimum of space for the amount of mechanical energy delivered; by its use the fire hazard is practically eliminated; obnoxious, hot and enervating gases done away with, and the general health and welfare of labour much improved.

LOSS IN FOOD KITCHENS.

A Question of National Policy.

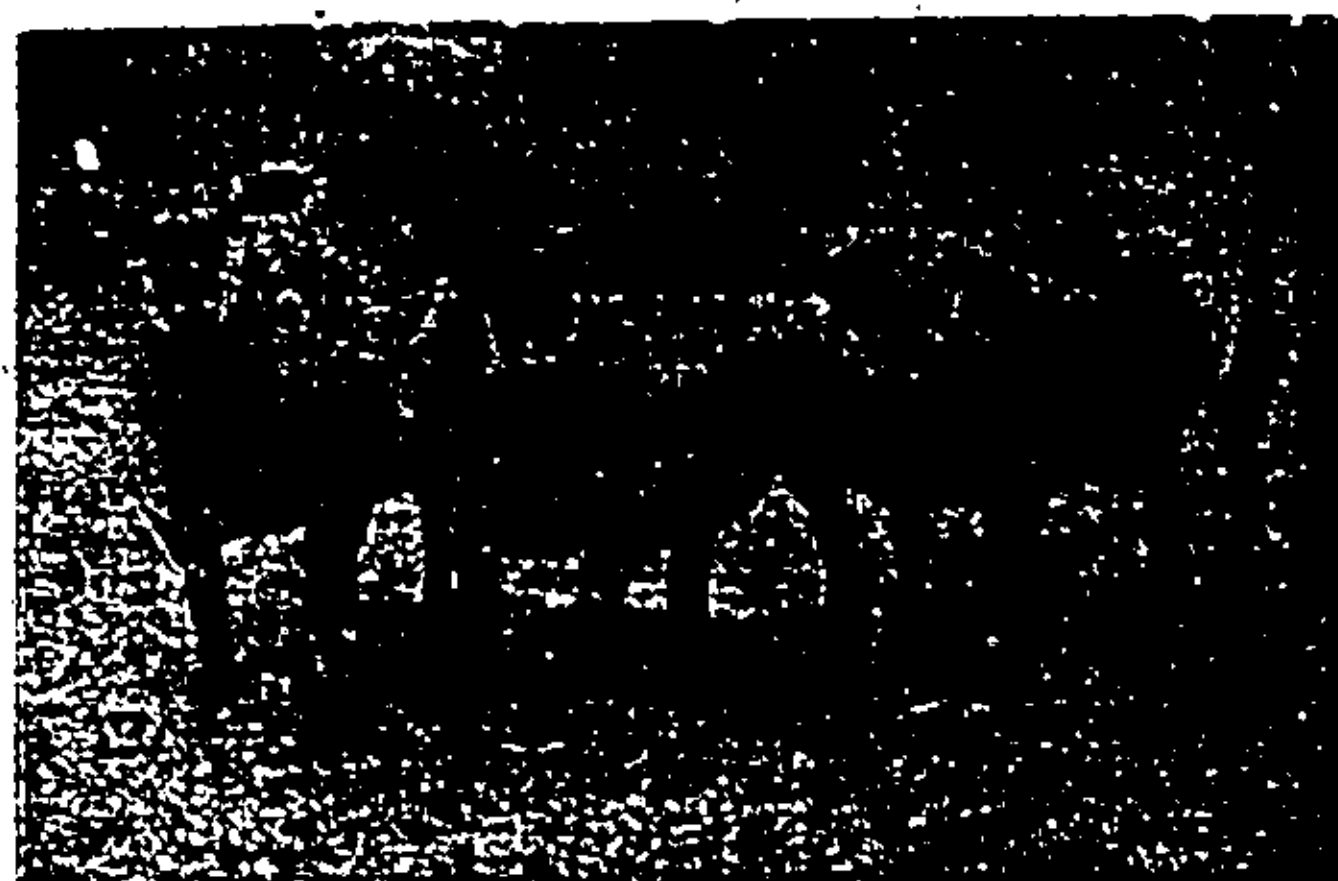
It is the desire of the Ministry of Food that the National Food Kitchens shall be national not alone in name, but also in fact, says J. V. R. in the Manchester Guardian. Things are happening which may thwart the realisation of this desire. Some of the hindrances may be under the direct control of the Ministry; others are deeply ingrained in the habits of the people; still others are matters of organisation, administration, and experience. The small incident of the failure of the Salford Food Kitchens, which were being maintained by the Food Economy Committee of the borough, and the practical and financial results of the Manchester Kitchen in Lower Openshaw ought to be taken as signs and, in a measure, as warnings of the difficulties to be overcome if the kitchens are to develop into a national institution and to fulfil their war-time purpose.

There may very likely be a permanent place in our social system for the national or municipal kitchen. It may revolutionise the methods of providing family dinners, and ultimately domestic cooking may have to be reckoned among the lost arts, but with a compensating gain in freedom from toil and worry and monotony in the service of the home. That, however, is an end far beyond the war, and the kitchens are primarily a war measure, intended, certainly, to effect economies in the use of food, but more importantly to provide for a reliable distribution of cheap and wholesome meals in a possible time of crisis, such as came near last winter, and may actually arrive if the war is unhappily prolonged till next winter. In these warm spring days, when food requirements are not so clamorous as in the cold, there is a natural inclination to forget old troubles and reckon them "as things of the past"; to assume that the bad season has been weathered and will not return. It is a comfortable but treacherous state of mind, but (one may be sure) the Ministry of Food will set itself to combat. The fact to insist upon at the moment is that the insurance against future food risks must be made now. It takes months, in the present state of affairs, to improve and equip a large public kitchen, and it also takes a good deal of money.

It is hazardous a guess—not entirely without a basis on facts—to say that there is no national food kitchen which, upon a strict audit of its accounts, could show a profit. A local authority like that of Manchester, where the rates have risen to 9s. 4d. in the pound, can put forward excuses if it is shy of an expenditure of several thousand pounds, all apparently dead loss, plus a weekly deficit on the business done. That is the prospect which, on to-day's outlook, is before the food kitchens. It has caused Manchester to hold its hand, and instead of transforming three of the public baths into kitchens to make a further experiment with one at Moss Side. It is arguable that the food kitchens may be cheap though they lose money; that they are an insurance against an emergency which it would be worth any price to tide over, and that it is good policy to subsidise them from national or local funds. If so, the direction of the Ministry of Food to local authorities might with advantage be more definite and urgent; it might even take on a tone of authority. Local authorities have not the means of estimating the food situation eight or nine months hence, nor can anyone with certainty; but the Ministry of Food knows, whether or not the provision of food kitchens on a national scale is a necessary precaution. The responsibility to advice and, if necessary, to compel is with the Ministry.

Formerly on the China Station, Commander Valentine Goble, who was killed while commanding the Iris in the recent attack on Zeebrugge, served on the ship Baffin many years ago, as a midshipman, when that ship was on the China Station.

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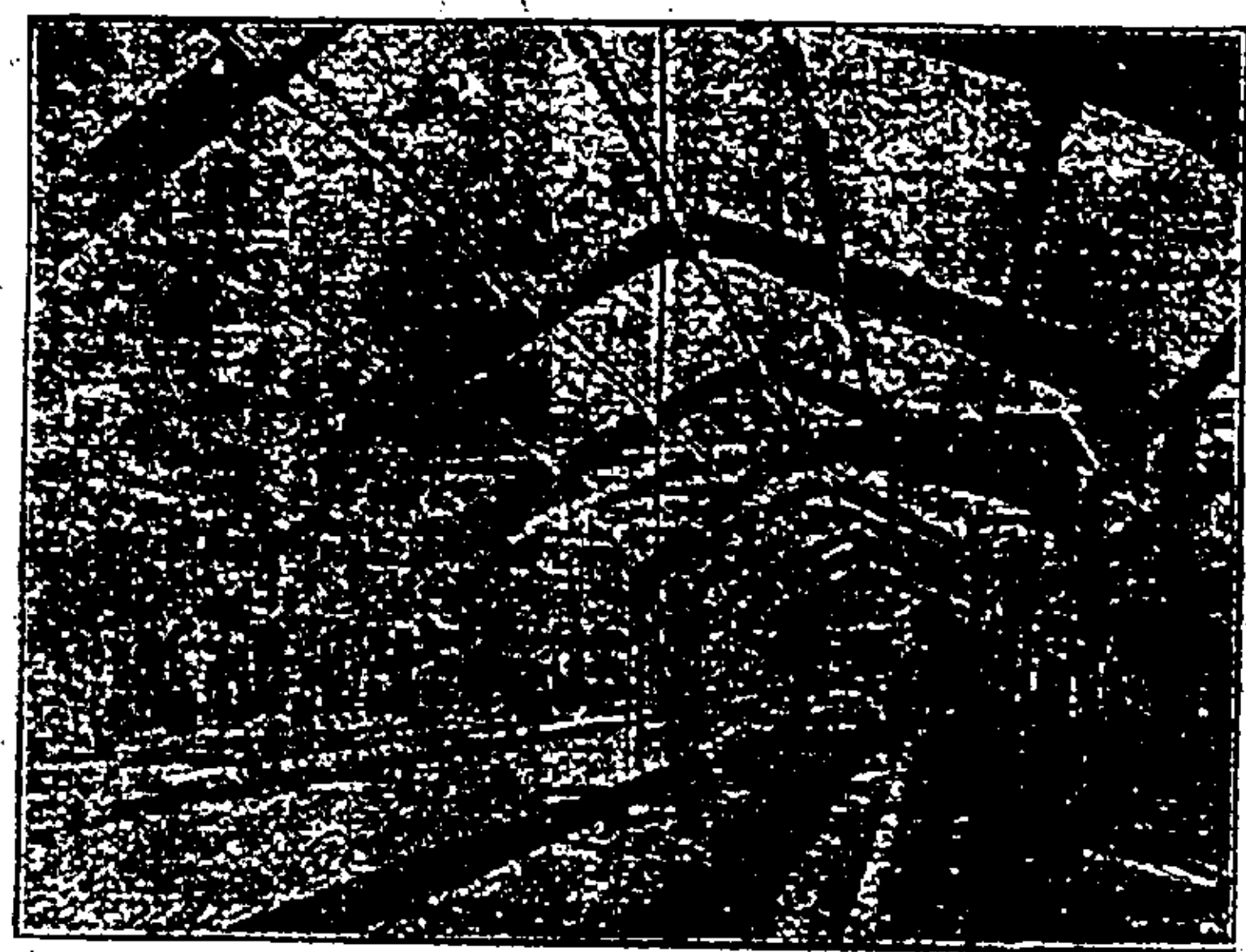
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COMMERCIAL NEWS.

Osaka Marine Insurance Co.
The Osaka Marine Insurance Co., at the Directors' meeting held on the 6th ult., decided to increase its capital from ¥5,000,000 to ¥10,000,000. The decision was to be submitted for approval to the shareholders' extraordinary general meeting held on the 26th ult.

Paper Thread.

The special fibre material committee appointed by "Industrialsødet Sædelskommission" took up the question of the use of paper as a substitute for spinning material and on the initiative of the Textile Manufacturers' Association a company was established in November, with a number of its members as shareholders, with the purpose as soon as possible of taking up the manufacture of paper thread for the use of weaving for sails, binder twines, etc., says *Berlingske Tidende*, Copenhagen. The company's business committee has endeavored to get the necessary machinery imported and in several of the textile factories temporary experiments have been made. In the company, which no doubt will be called "Det Danske Papirgarnselskab" (The Danish Paperthread Co.). "De Forenede Papirfabrikker" have joined and the firm "Jacob Holm and Sons," and the company's manufacture will within a short time be placed before the public and will prove to be equal to what Germany and Sweden are able to produce in the way of these substitute articles. The headquarters of the company will be Copenhagen and its capital, which is all taken up, has temporarily been put at 250,000 crowns, but will undoubtedly soon be extended.

British Metal Merchants.
A meeting of the British Federation of Iron, Steel, Tinplate and Metal Merchants was held at the Birmingham Chamber of Commerce recently, when Sir Johnstone Wallace, of Newcastle, was elected chairman, Mr. J. Gray Buchanan, of London, vice-chairman and the appointment of Mr. C. T. Evenden as secretary was confirmed. It was decided to admit members of affiliated associations and sections of Chambers of Commerce as life members on payment of £40, and individual members, not belonging to such association and sections, on payment of £100. The Federation is to be incorporated, and the draft of the memorandum and articles of association was approved. In response to inquiry, the meeting was informed that up to date no detailed reply had been received from the President of the Board of Trade to the protest that had been entered regarding the suggested intention to authorize the Commission Internationale de Ravitaillement, or a like organization, to deal with private orders in England after the war. In view of the restrictions to trade introduced by Government on account of the war the present and future position of merchants in the iron, steel, tinplate and metal trades is receiving the Federation's earnest consideration. It was decided that in the national interests the general policy of the Federation should be to endeavour to work in harmony with the Government Departments, but it was hoped that the control that exists at present, especially so far as private orders are concerned, should cease at the earliest possible moment.

American Coal Trade.

Regulations have been issued by the Fuel Administration governing the delivery of bunker coal at Atlantic and Gulf ports, designed to add greatly to the efficiency of all ships engaged in overseas service and in the coastwise trade. Under these regulations only what is known as "permissible coal" will be bunkered in ships at all ports north of Hatteras. Regulations for South Atlantic ports will be issued in a short time. Coal of smokeless variety is all that will be allowed to find its way into the bunkers of ships under the regulations just issued. No coal may be delivered to any Atlantic or Gulf port for bunkers until it has been specified by the Fuel Administration as permissible. And the Bureau of Mines is to determine what other varieties than smokeless may in the future be classified as permissible. Shipment of slack or sizes smaller than run-of-mine are prohibited from being sent to seaboard for bunkers except under special permission of the Fuel Administration. Out of the first confusion of the application of the zoning system is coming some semblance of order. The one great kernel to be reached is adequate supply, and each new move that has come has seemed to add to the difficulty of attaining the desired end. The coal trade and the business world face a condition as to supply, and

all theory fades into insignificance by comparison. The big thing just now is that there is barely enough coal reaching this section to take care of necessities, and all thought of early stocking up for industrial purposes is abandoned. The second is that comparatively speaking there is no Government priced coal being offered in this section. A big factor undoubtedly lies in the condition which allows an additional charge of 1.35 dollars for bunker coals. Bunker coals are, in the face of light shipments from the mines, disproportionate to the general movement of the day. There has been much talk that some of this coal, and no inconceivable part at that, has managed to find its way through rejection, cancellation or some other cause into other lines. Whether this is true or not, however, there can be no doubt that some producers are taking a much more active interest in bunker coal movement as against other kind of coal than was the case when the margin of profit as between the two was not as great as at present. The local fuel administrator has been swamped with requests for coal. The Wood Fuel Bureau of the Conservation Committee for New York State is giving publicity to a set of directions for burning wood in furnaces. The co-operation of retail coal dealers in the smaller towns and villages is desired in the campaign to promote the use of wood for heating as a substitute for anthracite.

Boy's Great Running Feet.

A notable running performance was accomplished by a 15-year-old boy named Arden, of Watford, in a mile race at Stamford Bridge recently. He was given 200 yards start, and won with the utmost ease in the remarkable time of 14 1/2 sec.

Thefts at the Docks.

The amount of stealing at the docks was stupendous, said Mr. Rooth, the magistrate at Thames Police Court, recently in dealing a number of dock labourers. The men were charged with the theft of various articles, chiefly foodstuffs. Day by day, Mr. Rooth added, men came before him who had lost good characters through pilfering. The present condition of things must be stamped out and, in future, first offenders, even with good character, would be sent to prison instead of being merely fined.

HUNTED TO SEA BOTTOM.

British Submarine's Escape.

Hidden away in the dry official language of a report on a British submarine's cruise is a story of experiences stirring to the soul of any man. It is an account of how the little ship was hunted, and hunted vigorously, and of what the crew went through over one hundred feet below the waves. The submarine, coming to the surface in the course of her voyage in the North Sea, sighted a number of fast craft, including several destroyers, near her. So close were the hunters that our submarine had to dive at the greatest speed. In endeavouring to straighten out the commander found that his helm had jammed. Barely had this discovery been made than a violent explosion, apparently caused by a depth charge from one of the surface craft, shook the vessel. The concussion was so great that several men in the stern chambers were lifted off their feet. Still deeper went the submarine until she reached the sea bottom. A hurried examination revealed that the hull had withstood the test of the first shock.

Three minutes after the first explosion the crew heard a further loud report. There was nothing to be done except to lie absolutely quiet, and, if possible, to give no indication of the submarine's whereabouts to the hunting craft. All motors were stopped, and even the ventilating apparatus was shut off. After twenty long minutes there was heard what was calculated to shake even the stoutest of hearts—a loud scraping noise along the whole length of the craft. It was a trawler's sweep endeavouring to locate any obstacle on the sea bottom. Would the sweep catch one of the rudders, or would it become entangled in the conning tower and give away the submarine's hiding-place? Slowly the noise progressed along the ship and then ceased, and the sweep left the vessel free.

Hardly had this uneasy disquiet passed when a third and even more violent explosion occurred. The boat shook continually, and all lights went out, the shock being so severe that the switches were thrown from "on" to "off." Other and more delicate mechanism was also put out of gear. Still the submarine's crew

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1/2 Singapore	143 3/4
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1/2 India	Nom.
Demand, India	Nom.
1/2 San Francisco	79 3/4
co & New York	152
1/2 Marks	Nom.
1/2 France	456
Demand, Paris	456 1/2

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4 m/s. D/P	3/5 1/2
6 m/s. L/C	3/5 3/4
30 d/s. Sydney & Melbourne	3/5 3/4
30 d/s. San Francisco & New York	81
4 m/s. Marks	Nom.
4 m/s. France	471
6 m/s. France	476
Demand, Germany	—
Demand, New York	79 3/4
1/2 Bombay	Nom.
1/2 Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	160
Demand, Singapore	143 3/4
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Heavy Rains in Peking.

The recent rains have done quite a lot of damage to house property in Peking. In many of the mud houses the walls have crumbled down, and in not a few cases the roof has caved in,

carried on, and were relieved to find that no serious damage had been done. The reversing of the switches again lit up the ship. The faith of the hunters in their depth charges seems to have been such that they left their quarry for "killed."

After staying on the bottom for some eight hours the submarine came nearer to the surface, and in the evening proceeded to her base.

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NOTICES.

NOTICE.

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TIME TABLE.

TIME TABLE		
7.30 A.M. TO	8.30 A.M.	STREET 11 MIN.
8.45 A.M. TO	10.00 A.M.	" 20 MIN.
10.20 A.M. TO	11.00 A.M.	" 15 MIN.
11.30 A.M. TO	12.45 P.M.	" 16 MIN.
12.45 P.M. TO	1.15 P.M.	" 20 MIN.
1.15 P.M. TO	1.45 P.M.	" 15 MIN.
1.45 P.M. TO	2.15 P.M.	" 16 MIN.
2.15 P.M. TO	3.00 P.M.	" 15 MIN.
3.00 P.M. TO	3.30 P.M.	" 10 MIN.

